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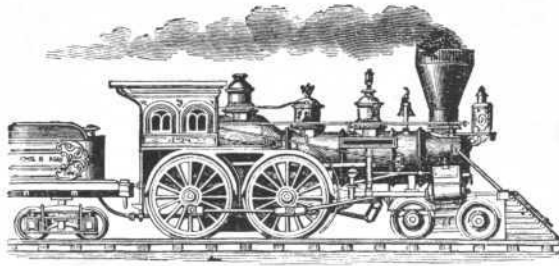
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The JUNE Edition of the TRAVELERS' OFFICIAL RAILWAY GUIDE contains numerous new time-schedules, in addition to **New General Map**, the best published in the country; also, the following articles of general railway intelligence and useful information:—

- General Index of the several Lines represented in the Guide.
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- Editorial Comments.
- New Appointments, Changes, &c.
- Article on Kansas Pacific Railway.
 - " Pacific Railroad of Missouri.
 - " Toledo, Wabash and Western Railroad.
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 - " Cheap Cabs in Philadelphia and Union Transfer Company.
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 - " Schedule of Excursion Rates over Union Pacific Railroad.
 - " New York Union Depot, corner of Fourth Avenue and Forty-second Street
- Time-tables, Maps, etc.
- Index of Towns and Villages on Railroads in the United States and Canada.
- Foreign and Domestic Steamboat Lines.
- Hotel Advertisements.

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Railway Time Schedules, Connections and Distances,

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MAPS OF PRINCIPAL LINES AND LISTS OF GENERAL OFFICERS,

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GENERAL INDEX OF RAILROADS IN THE UNITED STATES AND CANADA.

N. B.—All the Time-tables in the OFFICIAL GUIDE are numbered, and these numbers are irrespective of any page. Where several branches or minor roads are operated by one company, they will be found in connection with the Time-tables of the company by which they are so operated.

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OFFICIAL LIST

OF

NAMES OF THE GENERAL TICKET AGENTS AND OFFICERS

CONNECTED WITH THE PASSENGER DEPARTMENT OF THE PRINCIPAL RAILWAYS.

NAMES OF ROADS.	NAME AND ADDRESS			NAME AND ADDRESS		
	<i>Of person in charge of General Ticket Department, and to whom Ticket Reports should be addressed, unless otherwise noted.</i>			<i>Of person to whom remittances for Balances should be made, and on whom drafts for Balances should be drawn.</i>		
	PERSONS.	TITLE.	ADDRESS.	PERSONS.	TITLE.	ADDRESS.
Alabama and Chattanooga.....	Wm. Keavy	G. T. A.	Chattanooga, Tenn.	Henry E. Waite	Local Treas.	Chattanooga, Tenn.
Albany and N. Y. Day Line S. S.	Isaac L. Welsh	"	Vestry St. Pier, N. Y.	A. Van Santvoord	Treasurer	Pier 39 N. R., N. Y.
Albany & Susquehanna.....	S. E. Mayo	"	Albany, N. Y.	W. L. M. Phelps	Treasurer	Albany, N. Y.
Allegheny Valley.....	A. T. Rowand	Auditor	Pittsburg, Pa.	John Ballantine	"	Pittsburg, Pa.
Allentown Line.....	H. P. Baldwin	G. P. A.	129 Liberty St.	Saml. Knox	"	119 Liberty St., N. Y.
A. & Gt. Western.....	W. R. Barr	"	New York City.	G. P. Morosini	Auditor	New York City
Atlanta & West Point.....	W. J. Houston	"	Atlanta, Ga.	W. P. Orme	Superintendent	Atlanta, Ga.
Atlantic & Miss. S. S. Co.....	J. N. Bofinger	Superintendent	St. Louis, Mo.	J. N. Bofinger	Superintendent	St. Louis, Mo.
Baltimore & Ohio.....	L. M. Cole	G. T. A.	Baltimore, Md.	W. H. Jams	Treasurer	Baltimore, Md.
" Central Ohio Div.....	"	"	"	"	"	"
" Lake Erie Div., formerly San., Mans. & Newark	"	"	"	"	"	"
Belvidere Delaware.....	A. C. Davis	"	Lambertville, N. J.	R. F. Stockton, Jr.	"	Lambertville, N. J.
Boston, Clinton & Fitchburg.....	Ed. A. Brown	"	Fitchburg, Mass.	H. F. Cogshall	"	Fitchburg, Mass.
Boston, Hartford & Erie.....	A. C. Warren	"	Boston, Mass.	H. S. Barry	"	Boston, Mass.
Boston, C. & M. and Wh. Ml.	J. L. Rogers	"	Plymouth, N. H.	C. M. Whittier	Cashier	Plymouth, N. H.
Boston, Lowell & Nashua.....	B. F. Kendrick	"	Nashua, N. H.	C. E. A. Bartlett	"	Boston, Mass.
Boston & Albany.....	J. M. Griggs	"	Springfield, Mass.	J. M. Griggs	G. T. A.	Springfield, Mass.
Boston & Maine.....	John S. Eaton	"	Boston, Mass.	A. Blanchard, Jr.	Treasurer	Boston, Mass.
Boston & Providence.....	James Daily, Jr.	"	"	Beni. B. Torrey	"	Boston, Mass.
Buffalo, Corry & Pittsburg.....	J. A. Burch	"	Buffalo, N. Y.	M. P. Bemus	"	Mayville, N. Y.
Burlington & Missouri River.....	A. E. Touzalin	"	Burlington, Iowa.	F. B. James	Ass't Treas.	Burlington, Iowa.
Camden & Atlantic.....	D. H. Mundy	"	Camden, N. J.	D. H. Mundy	G. T. A.	Camden, N. J.
Camden & Amboy.....	J. W. Gore	"	Philadelphia, Pa.	R. S. Trowbridge	Cashier	Philadelphia, Pa.
Cape Cod.....	W. D. Tobey	"	Hyannis, Mass.	E. N. Winslow	Treasurer	Hyannis, Mass.
Catawissa.....	Gilbert Riter	Accountant	Philadelphia, Pa.	W. L. Gilroy	"	Philadelphia, Pa.
Central of New Jersey.....	H. P. Baldwin	G. P. A.	119 Liberty St., N. Y.	Samuel Knox	"	119 Liberty St., N. Y.
Central Branch Union Pacific.....	W. F. Downs	Gen. Sup't	Atchison, Kan.	W. F. Downs	Gen. Sup't	Atchison, Kan.
Central, Georgia.....	E. H. Smith	Passage Clerk	Savannah, Ga.	Edw'd McIntyre	Book-keeper	Savannah, Ga.
Central Pacific, Cal.....	T. H. Goodman	G. P. A.	Sacramento, Cal.	Mark Hopkins	Treasurer	Sacramento, Cal.
Champlain Trans. Co.....	Hiram Tracy	Gen. Agent	Burlington, Vt.	Hiram Tracy	Gen. Agent	Burlington, Vt.
Charlotte, Columbia & Augusta.....	E. R. Dorsey	G. T. A.	Columbia, S. C.	C. H. Manson	Treasurer	Columbia, S. C.
Chesapeake and Ohio.....	J. F. Netherland	G. T. A.	Richmond, Va.	John Garrett	Treasurer	Richmond, Va.
Cheshire.....	George A. Brown	G. T. A.	Keene, N. H.	F. H. Kingsbury	Cashier	Keene, N. H.
Chicago & Alton.....	A. Newman	G. T. A.	Chicago, Ill.	W. M. Larrabee	Treasurer	Chicago, Ill.
Chicago, Burlington & Quincy.....	Samuel Powell	"	"	Samuel Powell	G. T. A.	Chicago, Ill.
Chicago, Cincinnati & Louisville.....	E. C. Murphy	"	Laporte, Ind.	C. W. Bradley	Superintendent	Laporte, Ind.
Chicago & Northwestern.....	H. P. Stanwood	"	Chicago, Ill.	George P. Lee	Treasurer	Chicago, Ill.
<i>Enclose Reports to</i>	M. M. Kirkman	Gen'l Acct.	"	W. G. Purdy	Cashier	Chicago, Ill.
Chicago, Rock Island & Pacific.....	E. St. John	G. T. A.	"	L. H. Latham	Treasurer	Sandusky, O.
Cincinnati, Sandusky & Cleve.....	H. M. Bronson	"	Sandusky, O.	F. H. Short	"	Cincinnati, O.
Cincinnati, Hamilton & Dayton.....	Samuel Stevenson	"	Cincinnati, O.	Russell Potter	"	Hamilton, O.
Cincinnati & Indianapolis Junc.....	James A. Semple	G. F. & T. A.	Indianapolis, Ind.	D. C. Convers	Auditor	Zanesville, O.
Cincinnati & Zanesville.....	C. H. Abbott	G. T. A.	Zanesville, O.	E. Mize	Treasurer	Akron, O.
Cleveland, Mt. Vernon & Del.....	E. Mize	Aud. & G.T.A.	Akron, O.	George H. Russell	"	Cleveland, O.
Cleveland, Col. Cin. & Ind.....	S. F. Pierson	G. T. A.	Cleveland, O.	R. F. Smith	Auditor	Cleveland, O.
<i>Enclose Reports to</i>	A. Ely, Jr.	Auditor	"	J. Frank Webster	Cashier	Concord, N. H.
Cleveland & Pittsburg.....	F. R. Myers	G. T. A.	Chicago, Ill.	Seth Hunt	Treasurer	Northampton, Mass.
<i>Enclose Reports to</i>	R. F. Smith	Auditor	Cleveland, O.	A. H. Perry	Superintendent	Lyndonville, Vt.
Concord Railroad.....	C. E. Twombly	G. T. A.	Concord, N. H.	J. L. Lathrop	Treasurer	Hannibal, Mo.
Connecticut River.....	W. J. Phelps	"	Springfield, Mass.	E. M. Biddle	"	Carroll, Pa.
Connecticut & Pass. Rivers.....	N. P. Lovering, Jr.	"	Lyndonville, Vt.	H. Williams	Secretary	Danbury, Conn.
Council Bluffs & St. Joseph.....	P. B. Groat	"	Hannibal, Mo.	Wm. Bomberger	Auditor	Dayton, O.
Cumberland Valley.....	A. H. McCulloh	"	Chambersburg, Pa.	Alfred Horner	Treasurer	Philadelphia, Pa.
Danbury & Norwalk.....	H. Williams	"	Danbury, Conn.	A. J. Odell	"	New York City
Dayton & Union.....	Wm. Bomberger	"	Dayton, O.	D. H. Moffatt, Jr.	Treasurer	Denver, Col.
Delaware Railway Line.....	George A. Dadmun	"	Philadelphia, Pa.	John Givin	G. T. A.	Keokuk, Iowa.
Delaware, Lackawanna & West.....	R. A. Henry	"	Hoboken, N. J.	H. H. Muir	Secretary	Detroit, Mich.
Denver Pacific.....	C. W. Fisher	Superintendent	Evans, Col.	D. A. McKinlay	Treasurer	Dubuque, Iowa
Des Moines Valley.....	John Givin	"	Keokuk, Iowa.	Saml. Bradford	"	Philadelphia
Detroit & Milwaukee.....	J. H. Muir	Secretary	Detroit, Mich.	Jas. G. Mitchell	"	Knoxville, Tenn.
Dubuque and Southwestern.....	D. A. McKinlay	Treasurer	Dubuque, Iowa.	R. A. Bacon	Treasurer	Nashville, Tenn.
East Pennsylvania.....	Clinton G. Hancock	G. T. A.	Philadelphia	H. L. Shepherd	Gen. Sup't	Hopkinsville, Tenn.
East Tennessee, Va. & Ga.....	Jas. R. Ogden	"	Knoxville, Tenn.	G. P. Morosini	Auditor	New York City
Edgefield and Kentucky.....	M. C. Bayles	"	Nashville, Tenn.	J. P. Farley	Auditor	Pittsburg, Pa.
Evansville, H. and Nashville.....	H. L. Shepherd	Gen. Sup't	Hopkinsville, Tenn.	J. E. Martin	Secretary	Evansville, Ind.
Erie.....	W. R. Barr	G. P. A.	New York City.	Warren Ladd	Superintendent	New Bedford, Mass.
Erie & Pittsburg.....	F. R. Myers	G. T. A.	Chicago, Ill.	H. F. Whitcomb	G. T. A.	Boston, Mass.
<i>Enclose Reports to</i>	J. P. Farley	Auditor	Pittsburg, Pa.	F. F. Cogshall	Treasurer	Fitchburg, Mass.
Pennsylvania R.R. Co., Lessee }	J. E. Martin	Secretary	Evansville, Ind.	H. C. Potter	"	East Saginaw, Mich.
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Fitchburg.....	Ed. A. Brown	"	Fitchburg, Mass.	J. Hickson	Secretary	Montreal, C. E.
Fitchburg & Worcester.....	G. W. Ledlie	Auditor	East Saginaw, Mich.	J. L. Lathrop	Treasurer	Hannibal, Mo.
Flint & Pere Marquette.....	J. A. Robert	G. T. A.	Atlanta, Ga.	J. M. Belden	"	Hartford, Conn.
Georgia.....	Joseph Metcalf	Auditor	Hamilton, Ontario.	C. C. Clarke	"	New York City
Great Western (Can.).....	Henry Shackell	G. P. A.	Montreal, C. E.	R. U. Jacob	Gen. Agent	Huntingdon, Pa.
<i>Enclose Reports to</i>	T. B. Hawson	Auditor	Montreal, C. E.	W. K. Ackerman	Local Treas.	Chicago, Ill.
Hannibal & St. Joseph.....	P. B. Groat	G. T. A.	Hannibal, Mo.	A. P. Lewis	Treasurer	Columbus, O.
Hartford, Providence & Fishkill.....	J. M. Belden	"	Hartford, Conn.	W. T. Boaz	Treasurer	Cincinnati, O.
Hudson River.....	C. H. Kendrick	"	Hartford, Conn.	V. T. Malott	"	Indianapolis, Ind.
Huntingdon & Broad Top.....	R. U. Jacob	Gen. Agent	Huntingdon, Pa.	E. King	"	Indianapolis, Ind.
Illinois Central.....	W. P. Johnson	G. P. A.	Chicago, Ill.			
Indianapolis, Bloom. & Western.....	N. E. Scott	G. T. A.	Urbana, Ill.			
Indianapolis, Cincinnati & Laf.....	F. B. Lord	G. P. A.	Cincinnati, O.			
<i>Enclose Reports to</i>	A. E. Clark	G. T. A.	Cincinnati, O.			
Indianapolis, Peru & Chicago.....	A. B. Southard	"	Indianapolis, Ind.			
Indianapolis, & St. Louis.....	J. S. Garland	G. P. A.	St. Louis, Mo.			
<i>Enclose Reports to</i>	John E. Davidson	Auditor	Indianapolis, Ind.			

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	PERSONS.	TITLE.	ADDRESS.	PERSONS.	TITLE.	ADDRESS.
Jefferson, Madison & Ind.	S. E. Carey	G. T. A.	Jeffersonville, Ind.	J. H. McCampbell	Treasurer	Jeffersonville, Ind.
Kansas Pacific	R. B. Gemmill	"	Lawrence, Kan.	S. T. Smith	Auditor	St. Louis, Mo.
<i>Enclose Reports to.</i>	S. T. Smith	Auditor	St. Louis, Mo.	H. P. Ransom	G. T. A.	Covington, Ky.
Kentucky Central	H. P. Ransom	G. T. A.	Covington, Ky.	John Hinton	Genl. Acct.	Kingston, Pa.
Lackawanna & Bloomsburg	L. C. Darte	G. T. Agent.	Kingston, Pa.	George B. Ely	Ass't Treas.	Cleveland, O.
Lake Shore & Michigan Southern	W. J. Carry	G. T. A.	Cleveland, O.	W. H. Sayre, Jr.	Gen. Agent.	Mauch Chunk, Pa.
Lehigh Valley	W. H. Sayre, Jr.	Gen. Agent.	Mauch Chunk, Pa.	<i>Make Drafts on</i>		
Little Miami	W. L. O'Brien	G. T. A.	Columbus, O.	A. J. McDowell	Comptroller.	Columbus, O.
P. C. & St. L. R. R. Lessee	W. L. O'Brien	G. T. A.	Columbus, O.	Wm. Mahl	Auditor	Louisville, Ky.
<i>Enclose Reports to.</i>	S. F. Scull	Auditor	Louisville, Ky.	C. R. Griffith	Treasurer	Louisville, Ky.
Louisville, Cincinnati & Lexington	Henry Steffee	"	Louisville, Ky.	W. H. Lewis	Treasurer	New Albany Ind.
Louisville & Nashville	W. H. King	G. T. A.	Louisville, Ky.	Milo S. Freeman	Treasurer	Atlanta, Ga.
<i>Enclose Reports to.</i>	H. T. Curd	Auditor	Louisville, Ky.	J. Nye	Treasurer	Water Valley, Me.
Louisville, N. Albany & Chicago	S. K. Hooper	G. T. A.	New Albany, Ind.	C. F. Low	Auditor	Cincinnati, O.
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Maine Central	F. E. Boothby	"	Water Valley, Me.	C. R. Griffith	Treasurer	Louisville, Ky.
Marietta & Cincinnati	J. W. Pillsbury	G. P. A.	Cincinnati, O.	E. B. Byington	G. P. A.	St. Louis, Mo.
Memphis & Charleston	A. A. Barnes	G. T. A.	Memphis, Tenn.	Oliver Macy	Gen. Rec.	Detroit, Mich.
Memphis & Louisville	W. H. King	G. T. A.	Louisville, Ky.	R. D. Jennings	Treasurer	Milwaukee, Wis.
<i>Enclose Reports to.</i>	H. T. Curd	Auditor	Louisville, Ky.	G. W. Cobb	Superintendent	Mineral Point, Wis.
Memphis & St. L. Packet Co.	E. B. Byington	G. T. A.	St. Louis, Mo.	Samuel Bradford	Treasurer	Philadelphia, Pa.
Michigan Central	C. D. Whitcomb	G. T. A.	Detroit, Mich.	A. J. McConico	Secretary	Water Valley, Miss.
Milwaukee & St. Paul	A. V. H. Carpenter	G. P. A.	Milwaukee, Wis.	S. H. Lamb	Treasurer	Memphis, Tenn.
<i>Enclose Reports to.</i>	J. P. Whaling	Auditor	Milwaukee, Wis.	Joseph S. Ford	Treasurer	St. Joseph, Mo.
Mineral Point	G. W. Cobb	Superintendent	Mineral Point, Wis.	O. S. Beers	Auditor	Mobile, Ala.
Mine Hill & Sch. Haven	C. G. Hancock	G. T. A.	Philadelphia, Pa.	John J. Beasley	Treasurer	Montgomery, Ala.
Mississippi Central	D. B. Morey	"	Water Valley, Miss.	J. T. Todd	Treasurer	Montgomery, Ala.
Mississippi & Tennessee	C. P. Oakley	"	Memphis, Tenn.	A. J. Odell	"	New York
Missouri Valley	Joseph S. Ford	Secretary	St. Joseph, Mo.	W. A. Gleeves	"	Nashville, Tenn.
Mobile & Ohio	C. L. Fitch	G. T. A.	Mobile, Ala.	G. W. Seay	"	Nashville, Tenn.
Mobile & Montgomery	George C. Ball	Auditor	Montgomery, Ala.	W. A. Gleeves	"	Nashville, Tenn.
Montgomery & West Point	S. D. Hubbard	G. T. A.	Montgomery, Ala.	H. Nichols	Vice-Pres.	Bridgeport, Conn.
Morris and Essex Div.	W. F. Holwill	"	New York	Chas. N. Yeamans	Secretary	New Haven, Conn.
Nashville & Chattanooga	W. L. Danley	"	Nashville, Tenn.	F. W. Rankin	Treasurer	111 Liberty st. N. Y.
Nashville & Decatur	G. W. Seay	Act. G. T. A.	Nashville, Tenn.	James R. Gould	Treasurer	95 Liberty st. N. Y.
Nashville & Northwestern	W. L. Danley	G. T. A.	Nashville, Tenn.	Robert Coit, Jr.	Treasurer	New London, Conn
Naugatuck	A. J. Beach	"	Bridgeport, Conn.	R. S. Charles	"	New Orleans, La.
New Haven & Northampton	E. A. Ray	"	New Haven, Conn.	E. D. Worcester	"	Albany, N. Y.
N. J. Railway & Trans. Co.	F. W. Rankin	Sec. & G. T. A.	111 Liberty st. N. Y.	C. Vanderbilt, Jr.	"	New York City
New Jersey Southern	Justus E. Ralph	G. T. A.	Red Bank, N. J.	J. T. Shelton	"	New York City
New London Northern	W. G. Peck	G. T. A.	New London, Conn	W. M. Conkey	Treasurer	Norwich, N. Y.
N. O., Jackson & Great North.	James Yonge	"	New Orleans, La.	A. S. Matthews	Superintendent	Stonington, Conn.
New York Central	C. H. Kendrick	"	Albany, N. Y.	A. Van Santvoord	Treasurer	Albany, N. Y.
New York and Harlem	W. J. Van Arsdale	"	New York City	G. P. Morosini	Auditor	New York City
New York & New Haven	Jacob Mendel	"	New York City	G. M. Lea	"	Comp'y Shops, NC
New York & Oswego Midland	W. H. Weed	G. T. A.	Oneida, N. Y.	Charles Taussig, Sr.	Gen. Agent.	St. Louis, Mo.
New York, Providence & Boston	F. B. Noyes	Secretary	Stonington, Conn.	Ellis Clark	Gen. Agent.	Philadelphia, Pa.
N. Y. & Albany Day Line, S. S.	Isaac L. Welsh	G. T. A.	Albany, N. Y.	J. S. Leib	Treasurer	Baltimore, Md.
Northern (N. H.)	Wm. R. Barr	G. P. A.	Concord, N. H.	Wm. Rhodes	"	St. Paul, Minn.
Northern (N. J.)	S. E. Allen	G. T. A.	New York City	H. A. Church	"	Malone, N. Y.
North Carolina	James Charlton	G. T. A.	CompanyShops, NC	F. A. Phillips	"	Corry, Pa.
North Missouri	Ellis Clark	G. T. A.	St. Louis, Mo.	J. M. Washburn	"	Boston, Mass.
North Pennsylvania	Ed. S. Young	G. P. A.	Philadelphia, Pa.	C. S. Cone	"	Cincinnati, O.
Northern Central	Wm. Rhodes	Secretary	Baltimore, Md.	W. H. Marbury	Cashier	Alexandria, Va.
N. W. Union Packet Co.	H. M. Stanton	G. T. A.	St. Paul, Minn.	A. J. Odell	"	New York
Ogdensburg & Lake Champlain	F. A. Phillips	"	Ogdensburg, N. Y.	J. C. Porter	Treasurer	St. Louis, Mo.
Oil Creek & Allegheny River	Jacob Sprague, Jr.	"	Corry, Pa.	T. T. Firth	Treasurer	Philadelphia, Pa.
Old Colony & Newport	C. E. Follett	"	Boston, Mass.	J. C. Hewitt	G. T. A.	New York City
Ohio & Mississippi	J. M. Broadus	"	St. Louis, Mo.	Wm. W. Boorem	Cashier	Pekin, Ill.
Orange & Alexandria	R. A. Henry	"	Alexandria, Va.	D. G. Potts	Treasurer	Petersburg, Va.
Oswego & Syracuse	W. B. Hale	"	Hoboken, N. J.	T. T. Firth	"	Philadelphia, Pa.
Pacific (Missouri)	D. M. Boyd, Jr.	1st Ass. G. T. A.	St. Louis, Mo.	Samuel Bradford	"	Philadelphia, Pa.
Pennsylvania	John C. Hewitt	G. T. A.	Philadelphia, Pa.	A. Horner	"	Philadelphia, Pa.
People's Line Steamboats	John S. Cook	G. T. A.	Pier 47, N. R., N. Y.	J. P. Farley	Auditor	Pittsburg, Pa.
Peoria, Pekin & Jacksonville	John S. Hewitt	"	Pekin, Ill.	John H. Page, Jr.	Treasurer	Pittsburg, Pa.
Petersburg & Weldon	W. H. Brown	"	Petersburg, Va.	A. J. McDowell	Comptroller.	Columbus, O.
Philadelphia & Erie	Geo. W. I. Ball	2d Ass. G. T. A.	Philadelphia, Pa.	J. M. Haven	Treasurer	Rutland, Vt.
Philadelphia & Reading	Clinton G. Hancock	G. T. A.	Philadelphia, Pa.	J. W. Clapp	G. T. A.	Augusta, Me.
Philadelphia, Wilmington & Balt.	Geo. A. Dadmun	"	Philadelphia, Pa.	E. Nott	Treasurer	Portland, Me.
Pittsburg, Fort Wayne & Chic	F. R. Myers	"	Chicago, Ill.	A. A. Perkins	"	Great Falls, N. H.
Penn. R. R. Co. Lessee	J. P. Farley	Auditor	Pittsburg, Pa.	Z. Williams	Treasurer	Providence, R. I.
<i>Enclose Reports to.</i>	J. P. Farley	Auditor	Pittsburg, Pa.	J. R. Balch	"	Providence, R. I.
Pittsburg & Connellsville	W. L. O'Brien	G. T. A.	Pittsburg, Pa.	A. B. Stafford	"	Cairo, Ill.
Pittsburg, Cincinn., & St. Louis	S. F. Scull	Auditor	Columbus, O.	W. W. Vass	"	Raleigh, N. C.
<i>Enclose Reports to.</i>	W. H. Bryant	"	Columbus, O.	J. B. White	Treasurer	Columbia, Pa.
Plattsburg & Montreal	J. W. Clapp	"	Rutland, Vt.	H. C. Lockwood	"	Troy, N. Y.
Portland & Kennebec	Payson Tucker	"	Augusta, Me.	J. B. Winston	"	Richmond, Va.
Portland, Saco & Portsmouth	N. W. Wells	"	Portland, Me.	H. P. Boody	Local Treas.	Rock Island, Ill.
Portsmouth, Gt. Falls & Conway	Z. Williams	Treasurer	Great Falls, N. H.	J. A. Lawyer	Treasurer	Watertown, N. Y.
Providence & New York S. S.	W. M. Durfee	"	Providence, R. I.	J. M. Haven	"	Rutland, Vt.
Providence & Worcester	A. B. Stafford	Treasurer	Providence, R. I.	George Olds	G. T. A.	St. Joseph, Mo.
Railroad Transit Company	Wm. P. Johnson	G. P. A.	Cairo, Ill.	Thomas Reynolds	Man. Dir.	Ottawa, C. W.
<i>Enclose Reports to.</i>	James M. Pool	Auditor	Chicago, Ill.	L. B. Clark	Treasurer	St. Louis, Mo.
Raleigh & Gaston	E. F. Keever	"	Raleigh, N. C.	R. A. Morris	Auditor	Terre Haute, Ind.
Reading & Columbia	Otis N. Crandall	"	Columbia, Pa.	S. S. Breed	Cashier	St. Paul, Minn.
Rensselaer & Saratoga	J. B. Gentry	"	Troy, N. Y.	Richard Walker	"	Portsmouth, Va.
Richmond, Fredericksbg & Pot.	J. P. Whitehead	Auditor	Richmond, Va.	A. Y. Sharpe	"	Demopolis, Ala.
Rockford, Rock Isl'd & St. Louis	H. T. Frary	G. T. A.	Rock Island, Ill.	J. F. De Camp	Cashier	Selma, Ala.
Rome, Watertown & Ogdensburg	W. H. Bryant	"	Watertown, N. Y.	L. S. Hough	Auditor	Sheboygan, Wis.
Rutland & Burlington	George Olds	G. T. A.	Rutland, Vt.	W. T. Bartlett	Treasurer	New Haven, Conn.
St. Joseph & Council Bluffs	W. G. Leslie	Secretary	St. Joseph, Mo.			
St. Lawrence and Ottawa	J. R. Allen	G. T. A.	Ottawa, C. W.			
St. Louis & Iron Mountain	F. Chandler	"	St. Louis, Mo.			
St. Louis, Vand. and T. Haute	J. H. Randall	"	St. Louis, Mo.			
Terre H'te & Ind. R.R. Lessee	Jas. W. Brown	Cashier	St. Paul, Minn.			
St. Paul & Pacific (1st D.)	R. S. Stedman	G. T. A.	Portsmouth, Va.			
Seaboard & Roanoke	Edgar Vliet	"	Selma, Ala.			
Selma & Meridian	L. S. Hough	G. T. A.	Patona, Ala.			
Selma, Rome & Dalton	S. G. Johnson	"	Sheboygan, Wis.			
Sheboygan and Fond du Lac			New Haven, Conn.			
Shore Line						

NAMES OF ROADS.	NAME AND ADDRESS			NAME AND ADDRESS		
	<i>Of person in charge of General Ticket Department, and to whom Ticket Reports should be addressed, unless otherwise noted.</i>			<i>Of persons to whom remittances for Balances should be made, and on whom drafts for Balances should be drawn.</i>		
	PERSONS.	TITLE.	ADDRESS.	PERSONS.	TITLE.	ADDRESS.
Sioux City & Pacific.....	S. C. Annable.....	Auditor.....	Mo. Valley, Ia.	W. W. Walker.....	Asst. Treas. ..	Cedar Rapids, Ia.
<i>Enclose Reports to</i>	Wm. Buchanan.....	".....	Cedar Rapids, Ia.	J. R. Emery.....	Auditor.....	Charleston, S. C.
South Carolina.....	L. C. Hendricks.....	G. T. A.....	Charleston, S. C.	Wm. H. Seward, Jr.	Treasurer.....	Auburn, N. Y.
Southern Central N. Y.....	H. N. Lockwood.....	Secretary.....	Auburn, N. Y.	Wm. H. Patriarche.	Supt.....	St. Louis, Mo.
South Pacific.....	Wm. H. Patriarche.	Superintendent	St. Louis, Mo.	Edw'd McIntyre....	Book-keeper	Savannah, Ga.
South Western.....	E. H. Smith.....	Passage Cl'k.	Savannah, Ga.	John Foggitt.....	G. T. A.....	Springfield, Ill.
Springfield & Illinois Southeast'n	John Foggitt.....	G. T. A.....	Springfield, Ill.	W. B. Phelps.....	Supt.....	Syracuse, N. Y.
Syracuse, Bing. & New York.....	O. Welch.....	".....	Syracuse, N. Y.	R. A. Morris.....	Secretary.....	Terre Haute, Ind.
Terre Haute & Indianapolis.....	R. A. Morris.....	Secretary.....	Terre Haute, Ind.	A. C. Stearns.....	Gen. Agent.....	Corning, N. Y.
Tioga.....	A. C. Stearns.....	Gen'l Agent	Corning, N. Y.	Thodore Higbie....	Treasurer.....	Peoria, Ill.
Toledo, Peoria & Warsaw.....	W. E. Main.....	G. T. A.....	Peoria, Ill.	Wm. B. Corneau....	".....	Toledo, O.
Toledo, Wabash & Western.....	J. U. Parsons.....	".....	Toledo, O.	D. Robinson.....	".....	Troy, N. Y.
Troy & Boston.....	C. W. Moseley.....	Superintendent	Troy, N. Y.	Thos. Sherlock.....	".....	".....
United States Mail Line.....	James Ferrier.....	G. P. A.....	Louisville, Ky.	C. B. Petheram.....	G. T. A.....	Utica, N. Y.
Utica and Black River.....	C. B. Petheram.....	G. T. A.....	Utica, N. Y.	A. S. Downs.....	Local Treas.	Omaha, Neb.
Union Pacific.....	Francis Colton.....	G. P. A.....	Omaha, Neb.	Samuel Williams....	Treasurer.....	St. Albans, Vt.
Vt. Central & Vt. & Can.....	M. G. Elliott.....	G. T. A.....	St. Albans, Vt.	B. N. Bullock.....	Chief Clerk.	Fitchburg, Mass.
Vermont & Massachusetts.....	B. N. Bullock.....	Chief Clerk.	Fitchburg, Mass.	N. G. Bryson.....	Treasurer.....	Vicksburg, Miss.
Vicksburg & Meridian.....	G. D. Laurence.....	G. T. A.....	Vicksburg, Miss.	I. P. Harris.....	Treasurer.....	Atlanta, Ga.
Western & Atlantic.....	B. W. Wrenn.....	".....	Atlanta, Ga.	D. R. May.....	Treasurer.....	Racine, Wis.
Western Union.....	Fred. Wild.....	G. T. A.....	Racine, Wis.	C. J. Robbins.....	Treasurer.....	Camden, N. J.
<i>Enclose Reports to</i>	P. Tyrrell.....	Chief Clerk..	".....	Wm. A. Walker.....	Treasurer.....	Wilmington, N. C.
W. Jersey, C. May & Milville.....	Jos. W. Allen.....	G. T. A.....	Camden, N. J.	J. W. Thompson.....	Treasurer.....	Wilmington, N. C.
Wilmington, Colum. & Augusta.	J. R. Latta.....	".....	Wilmington, N. C.	M. M. Kirkman.....	Gen'l Acct....	Chicago, Ill.
Wilmington & Weldon.....	W. M. Poisson.....	".....	Wilmington, N. C.	George S. Wright..	G. T. A.....	Worcester, Mass.
Winona & St. Peter.....	A. J. Mead.....	".....	Winona, Minn.			
<i>Enclose Reports to</i>	M. M. Kirkman.....	Gen'l Acct....	Chicago, Ill.			
Worcester & Nashua.....	George S. Wright..	G. T. A.....	Worcester, Mass.			

The foregoing is the *Official List*, corrected and furnished exclusively for the TRAVELERS' OFFICIAL RAILWAY GUIDE, in accordance with the following resolution of General Ticket Agents' Association, adopted New York, March 31st, 1870, and of which the annexed is a true copy:

SAMUEL POWELL, *Secretary General Ticket Agents' Association, Chicago, Ill.*

Resolved, That this Association expressly declares that the TRAVELERS' OFFICIAL RAILWAY GUIDE is the ONLY AUTHORIZED source of information to the public in respect of the time-tables and lists of the officers of passenger and accounting departments of the roads herein represented, and that we will use all honorable means to promote the success of the said OFFICIAL RAILWAY GUIDE, by encouraging its sale upon the trains of our respective roads; and that the secretary be, and is, hereby directed to give such notice as may be necessary in order that the railway companies and the public may understand the authentic source to which they may look for information.

Resolved, That the report of the Guide Committee be adopted, and that the secretary be authorized to furnish a copy thereof to the editor of the TRAVELERS' OFFICIAL RAILWAY GUIDE, with instructions that it be published in a conspicuous place in said GUIDE, over his official signature.

N. B.—Notice of any change in heads of departments, or in the corporate titles of roads, should be sent to

SAMUEL POWELL, *Secretary General Ticket Agents' Association, Chicago, Ill.*,

Or to **EDITOR TRAVELERS' OFFICIAL RAILWAY GUIDE**, 237 and 239 Dock street, Philadelphia.

GENERAL RAILWAY INFORMATION.

EDITORIAL.

The editor takes this opportunity of thanking general superintendents, and other officers in charge of the passenger department, for the promptitude with which they have forwarded the various changes of time occurring during the past month. Corrections have been uniformly made up to the 22d of May, and a supplement has been printed, and will be furnished gratuitously with the *GUIDE*, embracing such changes as came to hand after the body of the work had gone to press. All the material at our disposal has been used to the best advantage, and every exertion has been made to maintain the reputation for correctness and reliability which has been gained by the *OFFICIAL GUIDE* during the past two years. A careful comparison of the June edition with its predecessor will convince our friends that our motto is still, as heretofore, "*Excelsior*," and our efforts in this direction will not be relaxed until we have succeeded in publishing a work which, unparalleled alike for minuteness of detail and general railway intelligence, shall recommend itself to all classes of readers, and distance all competitors by the simplicity and perfection of its arrangement,—in fact until we can obtain for the American "*OFFICIAL RAILWAY GUIDE*" the same world-wide recognition of merit which is cheerfully accorded by all travelers to American railway cars and American locomotives.

Special Notice.—The increasing business of the TRAVELERS' *OFFICIAL RAILWAY GUIDE*, and its transfer to the "National Railway Publication Co.," necessitates a change of duties and division of responsibility. Communications relative to time-tables, maps, and other editorial topics, will be addressed as heretofore to EDWARD VERNON, Editor. Remittances, and other financial correspondence, will be addressed, until further notice, to H. J. FILLMAN, Sec'y and Treasurer, 237 and 239 Dock street, Philadelphia.

NEW APPOINTMENTS, CHANGES, Etc.

ALFRED L. TYLER, formerly General Superintendent of the Philadelphia and Erie Railroad, has accepted the vice-presidency of the South Carolina Railroad. Mr. Tyler is endowed with great executive ability, and the appreciation in which he was held by the Pennsylvania Railroad Co. (lessee of the Philadelphia and Erie R.R.) is indicated by the following resolution passed unanimously by the board of directors on the 27th of April:—

"WHEREAS, Alfred L. Tyler, Esq., has tendered his resignation as General Superintendent of the Philadelphia and Erie Railroad, (Pennsylvania Railroad Company, lessee,) which has this day been accepted by the board of directors of the Pennsylvania Railroad Company; and

"WHEREAS, It is deemed proper that an expression should be given of the sentiment of the board of their recognition of the value of his services to the company while acting in that position; therefore, be it

Resolved, That a record be made on the minutes of the board of the regret felt by the directors in receiving the resignation of Alfred L. Tyler, Esq., as General Superintendent of the Philadelphia and Erie Railroad, who, for the past five years, has conducted its management with ability and faithfulness to the interests committed to his care; also, *Resolved*, That the secretary be requested to furnish Mr. Tyler with a copy of these resolutions, and convey to him the united wishes of the board for his success in the administration of railroad affairs in his new field in the Southern States."

WM. H. SAYRE, Jr., for many years General Agent of the Lehigh Valley Railroad, with office at Mauch Chunk, Pa., has been appointed to the position of president's assistant, and will perform the duties of that office conjointly with those of general agent. Mr. Sayre's intimate acquaintance with the resources of this road, his general business experience, and popularity with other railroad officers, render this selection peculiarly appropriate.

LOYD CHAMBERLAIN, formerly Secretary, has been elected Treasurer of the Lehigh Valley Railroad Co., in place of Charles C. Longstreth, deceased.

JOHN R. FANSHAW has been elected Secretary of the Lehigh Valley Railroad Co., in place of L. Chamberlain, appointed Treasurer of the same Company.

G. W. BENTLEY has been appointed General Manager of the New Jersey Southern Railroad, vice W. S. Sneden, the former incumbent, resigned. Mr. Bentley has been so uniformly successful in the management of all the roads with which he has been heretofore connected, that we may safely predict for him, in his new sphere, a continuance of the same popularity and prosperity which have always been identified with his administration.

E. B. PHILLIPS has been selected to be a General Manager of the Lake Shore and Michigan Southern Railway, with office at Chicago. The wisdom of this selection cannot be questioned; nor that of

J. H. DEVEREUX, the other General Manager, whose office will be at Cleveland, Ohio. Both these gentlemen are "household words" on the line between Chicago and Buffalo; and their continuance by a new board of directors in the active, responsible charge of this valuable property, is a just recognition of efficiency and merit.

JOHN GIVIN, for many years General Freight and Ticket Agent of the Des Moines Valley Railroad, succeeds Col. Milo Smith as General Superintendent. All Mr. Givin's friends will be rejoiced at this appointment, which is well deserved; and the feeling entertained by Mr. Givin's personal railroad associates is shared by the residents along the whole line from Keokuk to Des Moines.

JOHN M. KIMBALL, late Assistant General Passenger and Ticket Agent of the Pittsburg, Fort Wayne and Chicago Railroad, has been appointed Assistant Superintendent of the Erie and Pittsburg Railroad, with office at Erie, Pa. Mr. Kimball is no novice in the duties of

superintendent, and prior to his removal to Pittsburg was actively employed in superintending roads in the North-west. From his thorough acquaintance with the method of operating the Pittsburg, Fort Wayne and Chicago Railroad, of which the Erie and Pittsburg will henceforth be considered a branch, Mr. Kimball must prove of incalculable service to the lessees of the property.

F. B. LORD, brother of Mr. H. C. Lord, the President of the Indianapolis, Cincinnati and Lafayette Railroad, has assumed the duties of General Passenger Agent for that road; while business pertaining to the general ticket department will be transacted as heretofore by Mr. A. E. Clark. The wisdom of this selection cannot be questioned at this juncture, when there are indications of severe competition for business between Cincinnati and St. Louis. Mr. F. B. Lord has grown up with the road which he now represents, its interests are his interests, and he is undoubtedly the most available person, from his ability and experience, to conduct with credit the somewhat complicated and tortuous details of outside passenger business.

KANSAS PACIFIC RAILWAY.

In a cursory notice of this railway last month, and its extension to Kit Carson, we acknowledged receipt of the president's annual report, and herewith submit a review of the most salient points contained therein:—

The earnings for the fiscal year ending December 31st, 1869, were:—

From passengers.....	\$717,521 19
From freight.....	1,500,419 27
From miscellaneous.....	7,909 65

Total earnings.....	\$2,225,850 11
The expenses for same period were:—	
For conducting transportation.....	\$331,745 30
For motive power.....	489,457 22
For maintenance of cars.....	101,372 64
For maintenance of way.....	396,221 03
For general expenses.....	67,983 83

Total operating expenses.....	1,386,180 02
Net earnings.....	\$839,670 09

Ratio of expenses to earnings, 62½ per cent.

It may be mentioned in this connection, that out of the amount given above as earnings, \$522,434.19 was earned from the transportation of Government property and construction material. The receipts from land-sales were large, and netted \$972,639.65; add to this the net earnings from transportation, \$839,670.09, and total revenue available for dividend amounted to \$1,812,309.74, of which \$793,685.06 was expended in interest on first mortgage bonds, Government subsidy bonds, United States tax on coupons, and other liabilities. Excess of income, therefore, for the fiscal year over liabilities, was \$1,018,624.68, and the company were able to apply nearly \$300,000 of this surplus for new structures and new rolling-stock, retaining a balance on hand of nearly three-quarters of a million dollars. The average length of road operated during 1869 was 438½ miles, (35 miles more than in 1868,) and gross earnings equaled \$5075.48 per mile operated.

Passenger travel increased 34 per cent. in comparison with the previous year.

Freight business increased 41 per cent. in comparison with the previous year.

These results must be eminently satisfactory to the stockholders, as demonstrating the inherent ability of the road to earn a large revenue from purely local sources; and the stream of emigration now flowing to Kansas must, by developing the country and augmenting its productions, render the Kansas Pacific Railway's business highly remunerative, and enable the managers to compete more successfully for through traffic upon completion of their line to Denver City. A moiety of New Mexican and Southern Colorado trade was secured for the line in 1869; but a monopoly of this traffic, as well as of the rich mineral region to the west and south-west, is naturally contingent upon completion of the road to Denver; and it must be anticipated that the northern line will continue to control its share of the traffic from the Arkansas valley and Santa Fé, until the company control the entire route from Kansas City to Cheyenne.

The president notices the disproportion existing between westward and eastward bound tonnage; 141,341 tons of the former, against 34,177 tons of the latter. This inequality of movement naturally increases operating expenses, and will not be abated until the western terminus is reached, and until the lumber, coal, cattle and ores of Colorado form the basis for an immediate return business. The transportation of stock is destined to form a very important item in the freighting of this road; and we find that from two stations, viz., Abilene and Salina, there were shipped in 1869 upwards of 50,000 head of Texas cattle; and were it not for the restrictive legislation east of the Mississippi river, confining shipments of Texan stock to two or three months of the year, a much greater number could be moved by the company. Stock can be raised more cheaply in northern Texas, eastern Colorado and western Kansas, than any other portion of the United States, and a permanently increasing revenue may be antici-

pated from this business, which is at present in comparative infancy. Severe floods during the year interrupted business materially, and carried away several bridges and embankments, but the weak points in the road were indicated by these unexpected disasters; and, in making repairs, bridges and track have been raised above the highest limit of floods, so that a recurrence of such damage is not now anticipated.

The land-grant of this company is very valuable, and exertions made by its officers and those of the National Land Company to disseminate correct and useful information about its location, capabilities, &c., have been so successful that colonists are flocking to the State from all parts of the country, as well as from Europe. Upwards of three hundred and eighty-four thousand acres were sold during 1869, at an average price of \$2.62½ per acre; and experience amply vindicates the wisdom of charging a moderate price for land, and inducing thereby speedy settlement, as well as a corresponding increase in local business. Allusion is made to the necessity which existed for completing the line from Sheridan to Denver, and to the unanimity with which the stockholders agreed to the issue of \$6,500,000 mortgage bonds, based upon the security of three million acres of land, (lying between the 394th mile-post and Denver,) and upon the 232 miles of road to be constructed. The bonds issued under this mortgage have been satisfactorily disposed of, and the necessary funds secured for the road's completion; so that it is expected to have the whole road finished and in operation by September, from State Line to Denver. Arrangements have also been made with the Denver Pacific Railroad for controlling the line between Denver and Cheyenne; so that the entire road between Kansas City and Cheyenne having a common interest will, so far as the public is concerned, be operated as one road, and become part of a continuous line to the Pacific Ocean, enjoying the same facilities as to rates, time, &c. west of Cheyenne, the point of junction, as the more northern route *via* Omaha.

The earnings for 1870 will probably amount to \$3,000,000; and, with the natural growth of trade in Colorado and Kansas, and the stimulus given to immigration by the completion of these railroads, the earnings in a subsequent year will probably exceed \$4,000,000.

The project of a through route to the Pacific coast, by an extension of this line on the 35th parallel through New Mexico and Arizona, has not been abandoned, and it will probably be built before many years, in order to satisfy the increasing demands of commerce. Such extension or branch would probably cross the divide somewhere in the vicinity of Rock Springs, or between that point and Ellsworth, and would open up a section of country far more available for settlement than that through which the present road runs, from Ellsworth to Fort Wallace. Its building is merely a question of time; but that time would be much accelerated by favorable action in Congress; and the directors intimate that if a grant of land is made by Congress, work could be commenced without delay.

It is to be hoped that results will amply justify the sanguine prognostications of the managers as to the earnings of the Kansas Pacific Railway, and that they may realize the truth of a motto adopted by the State of Kansas,—“*Ad astra per aspera.*”

PACIFIC RAILROAD (OF MISSOURI).

From a perusal of the twentieth annual report of this company, kindly forwarded by Mr. J. M. Cooper, Auditor, we obtain the following statistics:—

	1869.	1868.
Earnings from passengers.....	\$1,399,363 24	\$1,307,357 31
" " freight.....	1,699,016 83	1,676,469 16
" " express.....	62,640 85	62,715 32
" " mails.....	52,037 52	45,049 92
Total.....	\$3,213,058 44	\$3,091,591 71
Operating expenses.....	2,318,713 62	1,962,851 57
Net earnings.....	\$894,344 82	\$1,128,740 14

Ratio of expenses to earnings, 1869, 72.16 per cent.
 " " " 1868, 63.49 "

Operating expenses for 1869 apparently contrast unfavorably with those of the previous year; but the difference is accounted for in the purchase of new iron and ties, exceeding similar purchases made in 1868, by a sum amounting in the aggregate to \$240,000.

Equalizing these accounts, the comparison would stand as under:—
 Operating expenses, 1869, 64.90 per cent.
 " " " 1868, 63.49 "

The gauge of the road was changed in the summer of 1869, and the attention of our readers was then drawn to the fact that, through the admirable arrangements made by Col. H. C. Moore, General Superintendent, the change was made over 370 miles of road, without detention to a single train. The cost of changing the gauge of track amounted to as follows:—

Eastern division.....	\$34,078 47
Western division.....	75,566 55
Boonville branch.....	1,286 95
	<u>\$50,931 97</u>

Average cost per mile, East and West divisions, including Boonville branch and thirty-six miles of sidings..... \$137 84

The total cost of the change of gauge, for labor and material in the machinery and track departments up to February 28th, 1870, amounted to..... 208,646 90

Extensive improvements have been made during the past two years in the condition of track, and these improvements will continue until the Pacific Railroad becomes, in its road-bed, superstructure, equipment, bridges and depot accommodations, one of the most perfect in the Western country. Forty-six miles of new iron were laid on the Eastern division during 1869; and, as but little of the old short iron now remains, it is hoped that, during the coming season, any probability of accident from worn-out rails will be obviated, and the old-fashioned chair entirely superseded by the fish-joint splice. In renewing bridges, the managers recognize the importance of erecting structures of masonry and iron; and we notice in the report that an iron bridge has been purchased from the Keystone Bridge Company, of Pittsburg. True economy dictates the removal of all wooden bridges and trestle-work, and the substitution of iron bridges and embankments. It is impossible to estimate the damage that would be sustained by any road doing a heavy local and through business, if the ordinary avenues of communication were temporarily closed by the burning of an important bridge or trestle-work. The depot grounds near Seventh street are being enlarged, and what was formerly known as the "Chouteau Pond" will soon be filled up, and will exist only in remembrance. These extensions are necessitated by the increase of business, and the advisability of securing ample yard accommodation, to meet the demands of a much heavier traffic than was ever anticipated when the depot was first built. The Western division formerly extended from Warrensburg to Leavenworth, a distance of ninety-one miles; but in July, 1869, the boundaries were changed, and Sedalia made the eastern terminus, with Leavenworth as its western terminus. By the subsequent lease of the new road from Leavenworth to Atchison, this division was extended twenty-one miles further; and a question arises now, whether the interests of the road will not be better subserved by making three divisions, instead of two. We notice, from the appointments made by Mr. McKissock, the new General Superintendent, that the vice-president's suggestion has been carried out, and the road between St. Louis and Atchison is now operated in three divisions. The road from Sedalia west is reported to be in fair condition at present; but the light iron with which the track was originally laid is by no means adapted for the present heavy traffic, and heavy renewals will be requisite during the present season. Special attention has been paid to fencing on this division, as the country is being rapidly settled up by a farming community, and 24,000 rods of fencing were built during the year, at a cost of \$45,250. Expenses in the machinery department, owing to the change of gauge, have been heavier than usual; and it is estimated that out of \$366,640.75, charged to labor account in this department, more than one-quarter is chargeable to change of car-trucks and reconstruction of engines. The company owns ninety-seven locomotives; but of these fifty-seven only are at present in use, and the remaining forty will be remodeled, and changed from a 5 ft. 6 in. to a 4 ft. 8½ inch gauge, as rapidly as possible. Increased facilities for the machinery department have been provided during the year; and, by the erection of a new brick boiler-shop, enlargement of the blacksmith-shop, and purchase of new tools, the company are enabled to make all the current repairs, and also rebuild their own engines. The passenger equipment has been kept up to its usual standard of excellence, and there are in active use fifty-two passenger and mail, twenty baggage and express, and six sleeping cars. For handling freight, the company owns 458 box, 276 stock, 210 flat, and fifty-six coal cars, together with thirty-two caboose cars. 100 box cars, owned by the St. Louis and Pacific Express Company, are also used by the company for through traffic. The operations of 1869 were characterized by freedom from any serious accident; and, by careful watching of the track, night and day, principally on the river portions of the road, the safety of trains was almost guaranteed. It is evident, from the increasing business of the Pacific Railroad, in face of the completion of a rival line to Kansas City, and the competition incident thereto, that the public appreciate the exertions which have been made during the past two years, to secure their safety and comfort; and it was found necessary, in March of this year, to put on a third through train between St. Louis and Kansas City, so as to accommodate the travel. We understand that the revenue hitherto derived from this third train amply justifies the wisdom of its institution, and it enables travelers arriving at St. Louis on the Eastern trains to continue their journey without detention. The report concludes by stat-

ing that a turning-point in the progressive and financial history of the road has been reached; and that, if there is harmony and accord combined with an economical and judicious administration, business during the current year will show a large increase in receipts and a much more prosperous condition.

It may be noted here, that a majority of the stockholders, being dissatisfied with the management of Mr. Garrison, the former Vice-President, elected a new board at their annual meeting in March of 1870, and appointed a committee to examine into the terms of leases executed by the former vice-president, without due consultation with the stockholders. The committee reported very unfavorably, and concluded their statement as follows:—

"In conclusion, your committee express their belief that it would have been just and proper that the stockholders of the Pacific Railroad should have had opportunity to express their opinions and wishes upon these leases, the same as was accorded to the stockholders of the Missouri River Railroad; and, in fact, so carefully guarded were the interests of the stockholders of the Missouri River Railroad by their faithful directors, that, for want of their acquiescence with their first lease, it was canceled, and in its stead another lease was forced upon the stockholders of the Pacific Railroad, without their consent, of far more burdensome character. They would also express their opinion that the actions of the board of directors of the Pacific Railroad Company did not evince an anxiety to consult with the stockholders, inasmuch as the effort made to obtain the sentiment of the stockholders upon the last and present lease was negated by the board of directors in the most emphatic manner."

TOLEDO, WABASH AND WESTERN RAILWAY.

The remarks which we made in September, 1868, relative to the prospective prosperity of this road, are amply verified by the results of business during the fiscal year ending December 31st, 1869. We stated then "that few, if any, of the leading Western railways had, in all human probability, a brighter prospect of financial success than the Toledo, Wabash and Western Railway, and that experience would vindicate the policy which, in 1865, consolidated several lines, naturally and geographically indivisible, into one powerful organization, operating, inclusive of branches, upwards of 520 miles of road."

The earnings for 1869 were \$239,134.83 in excess of 1868; and the results are pre-eminently satisfactory, as demonstrating the earning abilities of the road, in the face of strong competition and ruinously low rates for transportation. Considering the financial ordeal through which this line, in common with other Western railroads, had to pass prior to its consolidation, the stockholders may congratulate themselves upon possessing property which is capitalized at a low figure, and which, from present indications, is destined to become very remunerative. The capital of the company, representing cost of its road-bed, equipment, &c., is as under:—

General stock issued, 75,000 shares.....	\$7,500,000
Preferred stock, 10,000 shares.....	1,000,000
First mortgage bonds, Toledo and Illinois R. R. Co.....	900,000
First mortgage bonds, Lake Erie, Wabash and St. Louis Railroad Company.....	2,500,000
First mortgage bonds, Great Western Railroad Company (east of Decatur).....	22,000
First mortgage bonds, Great Western Railroad Company (west of Decatur).....	707,000
First mortgage bonds, Great Western R. R. Co., of 1859.....	1,777,000
First mortgage bonds, Quincy and Toledo Railroad Co.....	500,000
First mortgage bonds, Illinois and Southern Iowa R. R. Co.....	300,000
Second mortgage bonds, Toledo and Wabash Railroad Co.....	1,000,000
Second mortgage bonds, Wabash and Western Railway Co.....	1,500,000
Second mortgage bonds, Great Western R. R. Co., of 1859.....	2,500,000
Equipment bonds, Toledo and Wabash Railway Co.....	600,000
Consolidated mortgage bonds, Toledo W. & W. R. W. Co.....	2,700,000
Total.....	\$23,500,000

The earnings for 1869 were:—

Receipts from passengers.....	\$1,274,539 54
" from freight.....	2,681,235 93
" from United States mail.....	72,049 98
" from express.....	79,105 85
" from miscellaneous.....	745,411 51
Total earnings.....	\$4,252,342 81

The expenditures for the same period were:—

Transportation expenses.....	\$1,549,386 95
Repairs of locomotives, &c.....	449,733 93
Repairs of roadway, &c.....	513,660 39
Renewal of iron, ties, &c.....	538,617 31
Total expenses.....	\$3,051,404 56

Ratio of expenses to earnings, 71½ per cent.
The net balance was \$1,200,938.23, sufficient to pay interest upon the whole bonded debt and preferred stock. Eventually, however, even with such earnings as were made in 1869, the company will be able to pay dividends upon both capital stock and bonded debt, because, in consequence of faulty construction at first, much that is really chargeable to that account has now to be defrayed out of ordinary transporta-

tion expenses; and we find that operating expenses bear a much greater ratio to earnings than is consistent with the character of country through which the road runs. Operating expenses of roads in Illinois, where fuel, ties, bridge timber, &c. are cheaper than in other sections, should not exceed 63 per cent. of gross earnings, and could they be reduced to that standard, without impairing the condition of the property, the common stock of Western roads, instead of having a merely nominal value, would be worth more than the bonds. The policy of any board of directors in expending money upon the property so as to give it a permanent and not a fictitious value, cannot be questioned; and, although stockholders may occasionally protest against not receiving dividends, they will discover eventually that results vindicate, to the fullest extent, the conservative policy which, when construction account is closed, invests the earnings, or a large moiety of the surplus over interest on the bonded debt, in permanent improvements. The President, Mr. Boody, deplures, in his report, the extreme competition for business and low rates which necessitated a large increase of tonnage, without a corresponding augmentation of revenue. This evil cannot be remedied, until the managers of various competing lines gain more confidence in the integrity and good faith of their rivals, or until all the principal lines East and West are consolidated or closely identified with one dominant interest. Rumor has it that the line from Toledo to Quincy is to be consolidated with the Lake Shore and Michigan Southern Railway, and that the road from Buffalo to Quincy and Keokuk will come under one management. Such a programme would give the Lake Shore line an immense leverage for controlling business west of the Mississippi and Missouri rivers, which is now diverted over the more northern route; and, in connection with the air-line now being built from Hannibal to Kansas City, it could compete more successfully than ever before for the large traffic originating with, and tributary to, the Kansas Pacific Railway. The construction, however, of a line from Decatur to East St. Louis is destined to have a very material influence upon the prospective revenue of the Toledo, Wabash and Western Railway, and must bring over the route, via Cleveland and Toledo, much freight and passenger traffic. St. Louis business proper, and that via St. Louis to other points in the Mississippi valley, forms a very important item in the business of all roads running east and west; and the Toledo, Wabash and Western Railway has been virtually excluded from all this traffic, because the Chicago and Alton Railroad would not give them good connections at Springfield. Now, however, the case will be reversed, and in a few months passengers or freight, via Toledo for the West, will have the option of routes via St. Louis or Quincy.

The report states that the railroad company have obtained a controlling influence in the extensive grain elevators at Toledo. The possession of these elevators is of paramount importance to through business, and relieves the railroad company from various charges for storage, which heretofore had a tendency to divert traffic of this character from Toledo. It is estimated that in nine months the saving effected by the possession of these elevators amounted to more than \$50,000.

It is but just, however, to state that all the schemes of directors to advance the interest of the road would be futile, unless they were ably supported by those who are in charge of the various executive departments; and we can conscientiously say that nothing has contributed more to the present favorable position of this company, than the energy, fidelity and ability of the general officers. The promptitude displayed by Mr. Burrows, the General Superintendent, in furnishing the OFFICIAL GUIDE with changes of time as soon as they occur, indicates a correct appreciation of our work and its general utility; and we know, from personal experience, that Mr. Goodell, the General Passenger Agent, is indefatigable in his efforts to advance the interests of the route, which is destined, in his opinion, to obtain a popularity commensurate with its geographical importance. In a subsequent edition we shall present our readers with a new map of this road, which will give, at one glance, an idea of its resources and peculiarities, and advertise more clearly than any editorial notice its geographical advantages.

RAILROAD LAW IN IOWA.

The Iowa Journal gives the following particulars of legislation in that State relative to railroad property:—

"The new law passed by the Iowa Legislature, providing for the taxation of railroad property, requires the officers of all railroad companies to report to the Secretary of State, on or before the first of March in each year, their entire gross receipts for the year ending the 31st of December preceding, and requires the State Treasurer to levy on said gross receipts taxes as follows:—On the first \$3000 and under, per mile, one per cent.; on over \$3000 (understood to be the excess, but not so stated) and under \$6000 per mile, three per cent.; and on excess of receipts over \$6000 per mile, three per cent. On a road whose earnings reach \$10,000 a mile, the tax will be \$210 per mile. The Northwestern (which made over \$10,000 a mile last year) is 354 miles in length,

and will probably pay on its this year's business a tax of \$75,000. Should crops be good and through business fair, all the east and west roads across the State will probably make \$10,000 a mile. Four-fifths of this tax goes to the counties through which the roads run in proportion to the number of miles of track in each, and the remaining one-fifth to the State. The old law levied a tax of one per cent. on gross receipts, and divided it equally between counties and State.

"Another important feature is the provision for the taxation of railroad bridges across the Mississippi and Missouri rivers, as other property is taxed in localities where situated. The provision, the Burlington *Hawkeye* says, is eminently just. These bridges are generally, if not always, owned by separate organizations from the railroad companies, have valuable franchises, and are making large dividends. There is no valid reason why they should not bear their fair share of taxation. The half of these bridges on the Illinois side of the river is already taxed, and it would be gross injustice to the taxpayers of Iowa should the Iowa half be exempted."

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

The attention of our readers has been drawn on several occasions during the past two years to the increased conveniences and luxuries for travel afforded by the Philadelphia, Wilmington and Baltimore Railroad, forming, as it does, one of the most important links in the existing air-line between New York and the national capital. Fast express trains, elegant drawing-room reclining and sleeping cars, polite and careful conductors, and strict adherence to the published time-schedule, combine to make the route *via* Baltimore, Philadelphia and New York deservedly popular with travelers from the West and South. At this time of the year, especially, when there is a periodical exodus to the fashionable watering-places, such as Saratoga, Lake George, or Niagara Falls, and to the more quiet summer retreats which are scattered broadcast, as it were, through all the New England States and in Canada, it is right that we should inform the public of arrangements made by the Philadelphia, Wilmington and Baltimore Railroad for the accommodation of their Southern patrons. Visitors to Niagara Falls—which is a popular resort with Southerners—can select a variety of routes *via* New York, each agreeable in itself, and each having points of superiority over its competitors. Passengers can leave Washington 8.00 a. m., Baltimore 9.40 a. m., and arrive in New York 4.50 p. m., in time to connect with the People's Line of Steamers to Albany, and thence via New York Central Railroad through the romantic valley of the Mohawk to Suspension Bridge and Niagara Falls; or they can patronize the Erie Railway, with its broad-gauge luxurious sleeping cars and first-class eating-houses, from New York to Buffalo, thence to Niagara Falls; or they can take the 8.00 p. m. fast express on the Hudson River and New York Central Railroad from Thirtieth street, and reach Niagara Falls by 12.30 p. m. the following day. The route by New York is certainly longer than that by the Northern Central Railway; but the question arises, whether this greater distance is not more than compensated for by the facilities afforded under this arrangement of visiting Philadelphia, New York and Albany, *en route*, without extra charge. Passengers leaving Washington or Baltimore by the night express will arrive in New York early morning, and connect either with the elegant day line of steamers on the Hudson river for Albany, or with the Erie or Hudson River Railroad. Another favorite route for tourists from the South *via* Philadelphia, is the Delaware valley line by Trenton, Lambertville, Manunka Chunk and Binghamton to Syracuse or Buffalo, and thence to Niagara Falls. The suggestions made relative to Niagara Falls apply with equal force to Saratoga Springs and other watering-places in New England. The Sulphur Springs of Virginia are also becoming a favorite resort for visitors from New York and Philadelphia, and the various inducements of magnificent scenery, pure air and medicinal waters, combined with reduced rates offered by the Philadelphia, Wilmington and Baltimore Railroad, as part of the through line between New York and Gordonsville, are annually attracting more pleasure-seekers to that section of the country.

CHEAP CABS IN PHILADELPHIA, AND THE UNION TRANSFER COMPANY.

Philadelphia may congratulate itself upon having been the first city in this country to introduce, in connection with the railroads of which it is the centre, *comfortable and economical* transportation to and from the various depots for their numerous patrons. Most of our readers have doubtless been victimized at some time or another by one of those harpies who, duly licensed by the city, watch around railroad depots and steamboat wharves, "seeking whom they may devour." Laws relative to charges authorized to be made by these hackmen are a dead letter, because persons in transit will not delay to prosecute any offender against such laws; and in many instances hotel proprietors are in league with the hackmen, supporting them in exorbitant charges,

with the view of obtaining passengers through their representations. America might learn a useful lesson from Europe in this respect; and the present movement in Philadelphia may be hailed as the harbinger of radical improvements which are destined eventually to gain a firm foothold in every large city of this continent, and secure for those who desire comfort and exclusiveness every opportunity for indulging their predilections.

The Union Transfer Company of Philadelphia has, at considerable expense, rendered its arrangements for the transfer of baggage to and from the various depots as complete and satisfactory as is possible, and have won golden opinions from travelers by the uniform courtesy and affability of its agents: now it goes further, and, having disposed of the *impedimenta* (as the old Roman said) satisfactorily, it turns its attention to the owners of such baggage and other travelers, providing for them, through its agents on trains, tickets in one-horse elegant coupés, which are in waiting upon the arrival of trains.

Ten of these coupés have been built by Collins & Brother, of Arch street, Philadelphia, at a cost of \$15,000. Each is capable of containing two persons, and they will be run in connection with all the trains arriving in the city. The charges, as published by Mr. John R. Graham, the Superintendent, are, in our opinion, as low as they can be made, considering that the prices for labor and supplies are much higher here than in older countries. The rates are:—

Not exceeding two miles.....	\$1 00
Over two and not exceeding three miles.....	1 50
Over three and not exceeding four miles.....	2 00
Over four and not exceeding five miles.....	2 50

Ten squares are estimated as a mile, and fractions of a mile will in every instance be charged as one mile. Coupés will also be sent, on application, to the residence of parties desirous of proceeding to the depots, and visitors can be accommodated with them at the rate of one dollar per hour.

It is to be hoped that the patronage bestowed upon this truly laudable undertaking will be commensurate with the exertions made by the Union Transfer Company to provide every convenience for the public, and that other cities may follow such a laudable example, until by degrees America becomes, in this respect, as in many other domestic appliances of luxury and comfort, a model for the whole civilized world.

RAILWAY EMPLOYEES BENEFIT ASSOCIATION.

The employees of various Western railroads centering in, and directly tributary to, Chicago, have organized a mutual benefit association, with a view of making some provision for the family or relatives of a deceased member. The principles upon which this organization has been effected are by no means new, and the results of other associations are so eminently satisfactory, that there is little doubt of the permanent growth and rapid development of the new company. We note, from a hurried perusal of the by-laws and constitution, that the benefits of this co-operative movement are strictly limited to clerks and attachés of a railroad, other than those actively connected with running of trains, and they do not entrench upon the province already occupied by similar organizations of conductors and engineers. The superintendents and other executive officers enter warmly into the plans of their subordinates, and recognize in this association the germs of a noble benevolent institution. Mr. Harris, General Superintendent of the Chicago, Burlington and Quincy Railroad, affirms that, in his opinion, membership with this company indicates carefulness, prudence, and other concomitant virtues. In this he is right; and the principles of this company, if rigidly carried out and strictly enforced, will tend to produce a healthier moral tone and a spirit of comity and good-will amongst those who might otherwise imagine that they were waifs upon the ocean of life. One great advantage of this association is, that its receipts will not be taxed with heavy charges for salaries, &c. The secretary alone will be a paid officer, and his remuneration at present will be but small; consequently the members will enjoy the maximum amount of security for their investment, with a minimum amount of risk, or extravagant speculation. Another good feature of the association is, "*once a member, always a member*"—or at least so long as dues are paid up, and he is not convicted of any criminal act. This is but right, and will attract many members to the association who would not join it if they felt that they were excluded from all benefits so soon as they abandoned the sheltering ægis of railroad employment.

The officers of the company are:—

A. D. REID, Local Freight Agent Chicago and Alton R. R., President.
R. H. HILL, Chief Clerk Freight Accounts Lake Shore and Michigan Southern Railway, Vice-President.

A. T. HALL, Treasurer Chicago, Burlington and Quincy Railroad, Treasurer.

WM. T. LINDLEY, Cashier Local Freight Chicago, Rock Island and Pacific Railroad, Secretary.

NEW YORK AND NEW HAVEN RAILROAD.

The *Commercial and Financial Chronicle* furnishes the following synopsis of the annual report, prepared by the directors of this company for its stockholders, from which it appears that:—

"The earnings of the road, during the past year, have been \$2,261,966.81, as follows:—For the transportation of passengers, \$1,715,544.40; freights, \$415,059.56; mails and express matter, \$107,691.64; income from other sources, \$23,671.21. In the same time, the expenses for general superintendence, office expenses, salaries of agents, conductors, clerks, watchmen and switchmen, coal, wood, repairs of road, bridges, buildings, etc. have amounted to \$1,219,307.35, leaving a balance of \$1,042,659.46. Deducting \$279,559.30, viz., \$182,210.91 for taxes, \$91,628.43 for interest, and \$5,519.96 for loss sustained by operating the canal railroad from April 1st to July 1st, leaves a net income of \$763,300.16 for the year ending March 31st. Two dividends of 5 per cent. each, amounting to \$675,000, have been paid during the year; also, \$211,607 for materials required for the coming season, in addition to the payments made for taxes, interest, real estate, steel rails, new bridges, etc. The expenditures of the company, on account of their new capital of \$3,000,000, have been as follows during the year:—

For additional real estate	\$244,583 92
For steel rails	346,575 31
For new lands and shops at New Haven.....	386,399 70
For new bridge at Bridgeport.....	46,499 21
For new bridge at Cos Cob.....	76,037 69
For new equipment.....	48,000 00
On account of new depots and depot grounds at New Rochelle and Portchester, and new bridge over Housatonic river.....	21,314 12
Total.....	\$1,169,439 95

"The gross receipts of the company from their transportation business the past year have been about \$98,000 in excess of the year preceding; while the net earnings, after paying taxes, interest and loss on canal railroad, are somewhat less. For a number of years the canal railroad has been operated by this company by virtue of a lease, at an annual loss of from \$20,000 to \$25,000. On the first day of July last, the lease of the canal railroad expired, and it has since been operated by the New Haven and Northampton Company. In the settlement of some old claim by that company, the New York and New Haven Railroad Company, in accordance with an award of arbitrators appointed by mutual agreement, were called upon to pay the sum of \$85,723.92. This severance of all connection with the canal railroad will effect quite an important saving to this company.

CONDENSED BALANCE-SHEET OF THE NEW YORK AND NEW HAVEN RAILROAD COMPANY.

<i>Dr.</i>	
Railroad, franchise, right of way, fixtures, machinery, station houses, &c.....	\$6,143,480 04
Equipment—engines, cars, &c.....	900,000 00
Real estate in New York and New Haven.....	107,745 66
Due from William Bement.....	82,291 68
Permanent improvements, &c.....	1,169,439 95
Materials and supplies on hand.....	211,607 02
Cash in bank, due from agents, &c.....	564,628 22
Total.....	\$9,185,190 57

<i>Cr.</i>	
Capital stock—\$60,000 shares full paid, 30,000 shares 25 per cent. paid.....	\$6,750,000 00
Bonds payable Dec. 1st, 1866, past due.....	2,000 00
Bonds payable Oct. 1st, 1875, 6 per cent.; coupons due April 1st and Oct. 1st.....	1,059,500 00
Coupons, interest and dividends unpaid.....	32,215 00
Accounts and bills payable, &c.....	455,371 69
Profit and loss.....	886,103 88
Total.....	\$9,185,190 57

"Some idea of the increase of business on this road may be gathered from the fact that during the year ending March 31st, 1852, the earnings of the company were \$308,060; while, during the year just closed, the earnings of the company were \$2,261,966, of which latter amount the Harlem Railroad Company received \$201,104. The superintendent, Mr. Hoyt, in his report to the board of directors, states that 2,464,259 passengers were transported over the road during the past year; and during a period of fourteen years past, 21,053,346 passengers were transported over the New York and New Haven Railroad, without accident to any train, while on that road, which caused the loss of a single life or limb to any passenger so transported. Not a single rail of the track, either steel or iron, broke during the year."

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

At the annual election of directors for the ensuing year, Horace F. Clark was elected *president* of the road, *vice* E. B. Phillips. Augustus Schell was chosen *vice-president*, and John F. Tracy, with Azariah Body, were substituted in the directory for E. B. Phillips and J. H. Devereux. At a subsequent meeting of the directors, James H. Banker was elected treasurer, George B. Ely secretary and assistant treasurer, C. P. Leland auditor. It is rumored that Messrs. E. B. Phillips and Devereux will retain important positions in the active management of the road; and it is certain that their practical acquaintance with the idiosyncrasies of business between Chicago and Buffalo must be of incalculable service at this juncture. The former *vice-president*, J. H. Devereux, presented to the stockholders at this meeting certain statistics which demonstrate the immense amount of business transacted by this company:—

Gross receipts were.....	\$12,945,593 40
Operating expenses.....	\$7,419,165 81
Taxes.....	492,361 84
Total expenses.....	7,911,527 65
Net earnings.....	\$5,034,070 75
Out of this there was paid for interest on funded debt, and dividends of June and December, 4 per cent., respectively.....	4,317,698 06
Surplus on hand.....	\$716,372 69

The ratio of operating expenses to earnings reflects deserved credit upon the general superintendent and his subordinate heads of departments (being, inclusive of taxes, little more than 61 per cent.). Various speculations have been rife as to the meaning of this change in the directory of the Lake Shore and Michigan Southern Railroad; and some have countenanced the idea that, during the next few months, the line from Buffalo to Chicago would be leased, in perpetuity, to the New York Central and Hudson River Railroad, thereby making a continuous line, under one management, from New York to Chicago. These views may be correct; but it appears improbable that the Vanderbilt party would lend themselves to any scheme which tended, in the slightest degree, to alienate from them that powerful interest which, under the direction of Mr. Joy, (the able president of Michigan Central R. R.) controls more than 1500 miles of road, and commands a large portion of traffic from Illinois, Iowa, Missouri and Kansas. The construction of a bridge at Buffalo, connecting that large railroad centre with the Grand Trunk and Great Western Railways of Canada, must render the North Shore line far more independent than heretofore, by giving them another available outlet for their rapidly-increasing traffic; and were not the Erie Railway Company ready at any time to furnish, by their adjustable freight cars, the same facilities for transportation, without breaking bulk, which are guaranteed by the New York Central and Hudson River Railroad, an alliance could easily be effected by the North Shore line with the New York and Oswego Midland, and an additional impetus thereby given to a road which, when completed, will have easier grades, and be considerably shorter than the present road *via* Utica and Albany.

It may be assumed, we think, that there will be no discrimination in favor of either the North or Lake Shore route, as far as Chicago business is concerned, and such traffic as comes *via* Chicago; but the election of Messrs. Body and Tracy indicates a certain policy with reference to Quincy, St. Louis, Rock Island and Omaha, and the section of country immediately tributary to these cities. *Quare*, is not this infusion of Wabash and Rock Island the first step towards consolidation between Buffalo and Quincy, Buffalo and St. Louis, Buffalo and Keokuk, Buffalo and Omaha? Is not the Lake Shore line determined to exercise the same controlling influence over the business west of the Mississippi river that is now wielded by her North Shore competitor? The attention of our readers has been drawn, on several occasions, to the advantages which would accrue to the Lake Shore and Michigan Southern Railroad from the opening of road between Decatur and East St. Louis. This new line, when built, will give the Toledo and Wabash Railroad as short, if not a shorter route, from St. Louis to Cleveland, *via* Toledo, than the present existing one *via* Indianapolis and Terre Haute. It will enable the Lake Shore and Michigan Southern Railroad to utilize, for a heavy and increasing through business, 113 miles of road, from which, under existing circumstances, the St. Louis traffic is entirely diverted; and, should the Toledo and Wabash be consolidated with the Lake Shore and Michigan Southern in the interest of the New York Central, they would control an independent line to St. Louis, which could be operated far more successfully than the present connection *via* Indianapolis, in which they have only a moiety interest. But again: it is well known that business relations between the Erie and Lake Shore line have always been characterized by the greatest harmony and unanimity of feeling, and a knowledge of this may have stimulated the Vanderbilt party to active exer-

tions so as to dictate their own terms to the Erie Railway Company, and prevent that spasmodic reduction of rates which characterizes the contest for supremacy between these two rival trunk lines. It will be a sorry day for the Lake Shore stockholders, if the influence of its present board of directors is exercised in such a manner as to drive the Erie managers to coalesce with other lines for through Chicago business. The route *via* Mansfield is only ten miles longer than that *via* Buffalo and Cleveland, and, at any rate, for freight, would be far more profitable to the Erie Railway Company than the latter, as affording them a continuous haul of 682 miles, as against 423, *via* Buffalo.

These suggestions may be somewhat crude; and our position demands such strict neutrality that we shrink from hazarding opinions which, under other circumstances, would be legitimate and appropriate; but it is to be hoped that all these movements of our railroad magnates will inure to the public good, and that they will tend, by concentration, to develop still further the almost inexhaustible resources of this country.

RAILROAD EARNINGS.

The aggregate earnings of several important railroads for the past four months show very little difference from those of a corresponding period in 1869. It would be satisfactory for the general public if monthly statements of earnings were furnished by all railroad companies; and it is extraordinary why the statistics of certain corporations are so studiously kept from the public. Our readers will notice a large falling off in the earnings of some roads; but such decrease is easily accounted for (as in the instance of Chicago and North-western) by the fact that there are three lines now competing for business which was heretofore monopolized by one, and also by the reduction in prices for produce, which prevented the farmers from sending their grain to market. The latter reason explains the decrease in receipts of Michigan Central and Milwaukee and St. Paul Railroads. Figures, as given below, are taken from the *Commercial and Financial Chronicle*:—

EARNINGS FOR APRIL.

	1870.	1869.	Inc.	Dec.
Chicago and Alton	\$334,653	\$328,390	\$6,263	.....
Chicago and North-western.....	950,636	1,112,190	.....	\$161,556
Chicago and Rock Island.....	443,300	362,961	80,339	.....
Cleveland, Columbus, Cincinnati and Indianapolis.....	246,046	247,661	.....	1,615
Illinois Central.....	597,571	568,282	29,269	.....
Michigan Central.....	412,030	411,814	216	.....
Milwaukee and St. Paul.....	443,133	460,287	.....	17,154
North Missouri.....	269,450	149,184	120,306	.....
Ohio and Mississippi.....	270,933	214,409	56,524	.....
Pacific of Missouri.....	289,550	278,246	11,304	.....
St. Louis, Alton and Terre Haute	168,705	171,868	.....	3,163
St. Louis and Iron Mountain.....	104,019	.....	.....	.....
Toledo, Wabash and Western.....	318,699	311,832	6,867	.....
Total.....	\$4,848,765	\$4,617,124	\$311,088	\$183,485

EARNINGS FROM JANUARY 1ST TO APRIL 30TH.

	1870.	1869.	Inc.	Dec.
Chicago and Alton.....	\$1,296,822	\$1,371,976	.....	\$75,154
Chicago and North-western.....	3,309,437	3,955,759	.....	646,322
Chicago and Rock Island.....	1,648,000	1,669,958	.....	21,958
Cleveland, Columbus, Cincinnati and Indianapolis.....	910,307	872,523	\$37,784	.....
Illinois Central.....	2,559,923	2,460,058	99,865	.....
Michigan Central.....	1,459,579	1,503,096	.....	43,517
Milwaukee and St. Paul.....	1,599,127	1,664,602	.....	65,475
North Missouri.....	917,959	500,095	417,864	.....
Ohio and Mississippi.....	939,020	832,214	106,706	.....
Pacific of Missouri.....	1,035,919	973,962	61,957	.....
St. Louis, Alton and Terre Haute.....	656,759	608,258	48,501	.....
Total.....	\$16,322,852	\$16,412,601	\$772,657	\$855,589

CONSTRUCTION OF PASSENGER CARS.

A great majority of the passenger cars running upon our roads are very insecure and incapable to resist the effects of an ordinary collision. They are very tasty affairs, with their gilding and fancy paint; but if some portion of the expense of these adornments could be used for the purpose of giving additional strength, it would be a vast improvement. There is very little satisfaction in being crushed in one of these gilded murder-traps, when we reflect that if the expense and pains to render them elegant, light and airy had been taken to render them strong and secure, the crushing need not have happened. These flimsy structures are the instruments of a great deal of needless destruction to life and

limb, and in the end very expensive to the railway companies. Some of the managers favor these shabbily-made and insecure cars because they desire to get rid of useless dead weight; but it must be remembered that dead weight may be useful when it gives security against disaster; and we must remember that weight, when properly applied in such structures, gives strength, and strength cannot be had without it. The framing especially the floor framing—a large proportion of all passenger cars is deficient in strength. The cars built at the shops of the Boston and Lowell line have, in addition to the outside longitudinal sills, six heavy floor-beams running the whole length of the car. These, when properly stiffened by the intermediate cross-pieces and bolted and secured as they should be, give a platform that it would seem almost impossible to double up or crush together in case of collision. Some years since, a broken axle sent a wheel through the bottom of a car, tearing away the entire flooring. A passenger seated directly over the broken floor had the presence of mind to grasp the sill of the window, and saved himself from destruction. Since then, Mr. Winslow, the superintendent, has had wide strips of four-inch oak plank fastened over the wheels to guard against that possible danger. Although the accident has not been repeated, there can be no doubt that it has been most effectually guarded against for the future. This and the extra timber for the frames make a pretty heavy car. Some of them weigh nineteen tons; but the weight is utilized for strength, which is eventual economy, and the same precautions should be taken on all the roads. There is a great deal of nonsense talked about the dead weight of rolling-stock, especially in passenger cars, which is entirely out of place, so long as our managers are content to run locomotives with four or five tons weight upon each wheel. If some passenger cars weigh twenty tons, and a full load of passengers weighs six tons more, it only gives three and one-quarter tons weight upon each wheel of an eight-wheeled car, which certainly is not an objectionable amount, so far as the wear of the rail is concerned, or the amount of power expended in hauling; and it is practical economy, if this extra weight secures comparative freedom from disaster in cases of collision or other accident.

The time is not far distant, probably, when passenger cars will be made of iron or steel, and that, too, without any increase of the non-paying weight. The iron car will have these advantages; they cannot be burned, and the passengers cannot be transfixed with splinters of wood in cases of collision. There have been already one or two iron passenger cars built in this country; but they were crude and ill-digested in design, and not looked upon favorably either by managers or the public. One of these, after being tried upon several roads for a while, finally passed into the possession of the Eastern Railway Company, where it has been in use for some years as a smoking-car in one of the local trains. The seats of this car had wooden frames, and a portion of the other inside work was of wood,—an objectionable feature which might be banished from wooden passenger cars with profit. The iron freight cars on the New York Central line were found to possess all the necessary strength, one of them running through a heavy brick wall, with only a bad dent on the corner, which a boiler-maker soon put in order. For some kinds of freight the metal was found objectionable. An iron passenger car, of a cylindrical form, has been built in England, and a patent has been secured for the design. The plates are riveted on annular ribs, which serve as a frame to support the plates, and are likewise used for ventilation; the body of the car is likewise stiffened longitudinally by angle irons and roof plates, as well as by the floor supports, and a system of semi-tubular strips running on each side of the car below its midwidth. It is claimed that in case of a collision this arrangement is much safer and stronger than a car made of wood, while the weight is no greater. One feature of this car is the platform at the ends: it is stuffed with springs, cork or rubber, and so arranged that in case of collision it will be compressed into one-half size before the shock can act upon the body of the car. Under such a system, it would seem almost impossible for any "telescoping" of cars, and very little danger of the passengers being crushed in case of collision. This question of iron passenger cars would be a very proper subject of discussion at the annual meeting of the Master Car-builders' Association at New York in June next; and so would some of the other matters of practice to which we have referred.—*American Railway Times*.

SHORT LINE BETWEEN THE ATLANTIC AND MISSISSIPPI.

Another—and the shortest existing—route between New York, or Philadelphia, and the metropolis of the Mississippi valley, has been completed, and the new iron bridge over the Wabash river (830 feet in length) is the connecting link in a chain of communication between the East and West, which must be of incalculable benefit in developing the commercial resources of this country. Short line advantages have always been appreciated in railroad construction; but these advantages inure more certainly to the public good when they are in the power of those who understand their legitimate utility, and who engraft

upon natural geographical superiorities all the improvements of science and art which characterize the present decade.

That the route from Terre Haute to East St. Louis, *via* Effingham, Vandalia and Greenville, would prove remunerative, and control a large share of St. Louis traffic, was comprehended by competent railroad officers many years since, but all attempts to procure adequate legislation for its construction were frustrated by the influence of parties interested in other competing lines; and it was only in 1866 that a charter was obtained and work commenced. Neither then would the project have been brought prominently before the public, had not the lessees of the St. Louis, Alton and Terre Haute Railroad virtually excluded the line between Indianapolis and Pittsburg, *via* Columbus, from its fair representations in their ticket offices, and compelled it, in self-defense, to form an alliance with a route which would enable it to compete, on favorable terms, with all rivals. In the early part of 1868, arrangements were completed by which the road between the Illinois State Line and East St. Louis was to be built under the auspices of the Pittsburg, Cincinnati and St. Louis Railroad Co., (guaranteed by the Pennsylvania Central R. R. Co.), and the eight miles intervening between that point and Terre Haute, (Ind.) inclusive of the new iron bridge over the Wabash River, was to be constructed by the Terre Haute and Indianapolis Railroad Co. It is not surprising that an enterprise carried on under such auspices, and superintended in detail and construction by a gentleman who, like John W. Conlogue, has few, if any, equals in the West, should be pronounced first-class in every particular, and it must become, from the outset, a favorite with the traveling community.

The distance between New York and St. Louis, by the shortest route previously known, was 1074 miles; by the Vandalia line, it is made 1050—a saving of twenty-four miles, which represents more than an hour in running, and which will enable the Indianapolis route to compete successfully for a large share of Cincinnati and Louisville traffic, which, in consequence of imperfect connections and change of cars, has heretofore been virtually monopolized by a shorter, though perhaps less popular, line. We may anticipate that henceforth "silver-palace" cars will be run through from New York to St. Louis without change, and that the inhabitants of that large commercial city will be admitted to privileges and conveniences hitherto monopolized by Chicago, Cincinnati and Louisville. The public will not be slow to appreciate the advantages of this short line; and we may hazard the prediction that the Pennsylvania Railroad and its immediate connections will cement more firmly than ever, by the opening of this road, and by the superior conveniences which they are thereby enabled to offer their patrons, that sympathy and good-will towards their organization, which is so universally felt through the great West. The St. Louis, Vandalia and Terre Haute Railroad is by no means, however, dependent upon its Eastern business, although, until the country becomes more thickly settled, revenue from local sources will not be adequate to maintain the road in first-class condition. It has already developed earning abilities, in connection with the Illinois Central Railroad, for traffic between Chicago, Dubuque, Cairo and St. Louis, which exceed the most sanguine expectations of its executive officers; and if the North-western travel, already diverted on to this route, *via* Effingham, or Vandalia, is any criterion of what may be anticipated in future,—if, in short, the child is parent to the man, the owners of this property may be congratulated upon being associated with an enterprise which will become, financially, so remunerative.

In a subsequent edition we shall present our readers with a new map of this short line, and they can form their own estimate of the correctness of our representations as to its geographical advantages, and its legitimate claims for public patronage.

CONNECTICUT RIVER RAILROAD.

The route by Springfield and Brattleboro, through the magnificent scenery of the Connecticut valley, to Montreal, Quebec, and other points of general and local interest in New England, has been for many years deservedly popular, and its managers have always been foremost in the introduction of modern improvements and conveniences for their patrons. The facts, as stated, are so widely known that mention of them seems almost superfluous; but we wish to draw attention to new arrangements which have been made for the coming season. Passengers can now take the 11.00 p.m. boat from New York for New Haven, and arrive at Springfield 7.30 a.m., in time to enjoy a hearty breakfast at the Massasoit House, and leave, by the Connecticut River Railroad, 8.00 a.m., for Brattleboro, Rutland, Bellows Falls, the White and Green Mountains, Montreal and Quebec. On night trains, leaving Springfield 6.45 p.m., elegant sleeping cars are run both ways, to and from St. Albans, without change. The sleeping-car accommodation on this route has always been superior to that found on other New England lines; but a new car has lately been built at the Connecticut River Railroad shops, which, from all accounts, eclipses all its predecessors, and is alike a model of elegance and substantial construction.

It has six-wheeled trucks, wooden wheels, with cast-steel tires, and cost \$12,000.

The regular passenger equipment has also been increased by the addition of two magnificent day cars, built by the "Wason Manufacturing Co.," of Springfield; and it may be safely said that the Connecticut River Railroad enters upon its summer campaign better provided than ever heretofore with attractions for the traveling public. The OFFICIAL GUIDE has been, for the past eighteen months, the recognized advertising organ of the Connecticut River Railroad, and, in that capacity, receives from Mr. W. J. Phelps, the General Ticket Agent, the latest and most reliable information. The experience of our readers will doubtless substantiate, in every detail, the truth of our remarks about this popular route for summer travel.

SOUTH PACIFIC RAILROAD.

The opening of this road to Lebanon, its former terminus, to Springfield, the capital of South-west Missouri, was celebrated on the 3d of May, and many prominent statesmen of Missouri and elsewhere were participants in the festivities. There is no doubt that this road, from its geographical position, and character of the country through which it runs, must contribute very materially towards advancing the commercial and manufacturing interests of St. Louis; and it appears extraordinary that her merchants have manifested such little sympathy with the enterprise, and abandoned the active prosecution of the work to Eastern capitalists. It is not our province, however, to deal with the causes which made Western merchants lukewarm in support of a national project so closely connected with their present and prospective interests. It is sufficient to know that the first link is already completed in another transcontinental route; that the mountains and hills which separated the beautiful agricultural country of South-west Missouri from St. Louis have been successfully excavated and tunneled; that rivers have been firmly bridged; and to-day the locomotive's whistle may be heard many miles west of Springfield, proclaiming in shrill but certain notes the advent of civilization and improvement. The South Pacific Railroad proper terminates at Springfield, and that is the initial point of the Atlantic and Pacific Railroad, which will be constructed, *via* the valley of the Canadian river and Albuquerque, in New Mexico, to the Pacific Ocean. Ten miles beyond Springfield are graded and ironed; forty miles more, to a place called Pierce City, will be completed before the 1st of July; and, as the president (Mr. Hays, of Boston) remarks, before the leaves fall, his friends at Neosho must be prepared to welcome them, and bid them "God speed" in the onward march across the continent. It is natural that each Pacific route should have its peculiar advocates and patrons; those also who were the first to solve the problem, have naturally derived much eclat and prestige from association with an enterprise which portrayed to the whole civilized world, in glowing colors, the enterprise, ingenuity and energy of the American people; but the middle route has always appeared to possess superior advantages for accommodating the different sections of this country, and it is to be hoped that Congress will extend to it the same assistance and land-grant subsidies which it has heretofore given to more northern transcontinental routes. Due regard should always be paid in the location of any railroad to its adaptation for local business; and, *ceteris paribus*, as far as grading, construction and bridging are concerned, the preference should always be given to a line which opens up a section of country available for immediate settlement, and where a certain fixed revenue may be anticipated from the line of road. In this respect, the directors of the Atlantic and Pacific Railroad are peculiarly fortunate. For hundreds of miles the road will run through a beautiful and fertile country, and there is little, if any, of that desert through which the Union Pacific and Kansas Pacific both pass. The country is well watered, and, near the streams timber can be found in abundance—amply sufficient for ties and bridge purposes. The ascent is gentle, and the grades will be light. There are no mountains to be crossed until Albuquerque is reached, and then the Pass-Carmel affords a feasible route through the mountains to the valley of the Rio Grande.

In a subsequent edition we shall present our readers with a new map of this route, now being prepared for the OFFICIAL GUIDE, (under the supervision of William H. Patriarche, Esq., the General Superintendent,) and they can form their own opinions as to the geographical merits of the South Pacific, in connection with the Atlantic and Pacific Railroad. We can state, however, officially, that passengers now go through from St. Louis to Fort Smith and Van Buren (Arkansas) in fifty-two hours, instead of four days which heretofore was the best time. Springfield is now the closest railway connection for all points in North-western Arkansas, the Indian nation south of the 36th parallel, and Northern Texas. Stage connections are perfect for all these points—through connections being made clear to El Paso, 1000 miles from Fort Smith.

It is to be hoped that nothing will transpire to hinder the energetic

and immediate prosecution of this truly national work. The managers have successfully overcome the natural obstacles which separated St. Louis from the fertile regions of the South-west and the valley of the Canadian; and the Missouri delegates in Congress should see that the General Government adheres to its plighted faith, and secure at once the right of way promised in the charter: they should insist upon an impartial distribution of governmental favors and bounties, and demand a substantial recognition of the well-established fact, that the necessities of the country, its trade and commerce, as well as the transportation of troops and supplies for preserving peace with the Indians, demand *several*, not two, roads to the Pacific. The Atlantic and Pacific, the Northern Pacific, and, perhaps, another Pacific road, or an extreme southern parallel, will be built; and the sooner these public highways are completed the more firmly will the links of mutual dependence and sympathy be riveted, which will bind together the interests of all sections, and make this country as unrivaled in its material prosperity as it is in its natural advantages and indigenous resources.

ST. LOUIS AND SOUTHERN TRADE.

The St. Louis merchants have experienced a good deal of trouble during the past few months, in consequence of the inability of certain Southern railroad lines to move the freight consigned to points like Charleston, Savannah, Montgomery, etc. This inability has resulted mainly from a deficiency in the amount and character of rolling-stock; but the evil, as will be seen from the following letter of the General Superintendent of the Memphis and Charleston Railroad, is being remedied:—

"Through freights for points south of Chattanooga are going forward to destination without transfer, making quick time, and giving general satisfaction. By the fall, say 1st October, we will add to our equipment six or eight new first-class locomotives, one hundred and seventy-five box, and twenty-five flat cars. Arrangements have been made with roads south of Chattanooga, say to Charleston, Savannah, Montgomery, and other intermediate points, to form a co-operative fast through freight line, the rates to be as low as by any other line, and each road to put in the line its *pro rata* of cars, to be used exclusively for through business,—arrangements which, when consummated, will enable us to give dispatch to any amount of business which may offer." Mr. Ross concludes his letter by stating that the Memphis and Charleston Railroad is closely identified with the trade and traffic of St. Louis, and that the merchants of that section should regard the exertions made to accommodate their wishes in a proper light.

The increasing volume of Southern business is one of the most hopeful signs of the times, and commercial prosperity will tend to cement more closely than ever the interests of this continent; but a question arises, whether this co-operative freight line system is beneficial to the railroad companies interested therein. Experience on some more Northern routes, where the same system has been tried, and is still in force, demonstrates that it answers admirably where a railroad company has a superabundance of rolling-stock—more than adequate to meet all the requirements of local business; but it does not pay any railroad company which has barely enough rolling-stock to satisfy local shippers in busy seasons, to take their best cars and send them hundreds of miles away from their own road, where, in all probability, they are used for other purposes than through transportation. A company like the "Union Star Line," which owns its cars, and, therefore, is not an incubus, but a material aid, to roads which do not possess superabundant rolling-stock, would answer well in the South, and should receive a large share of patronage; otherwise, a joint-stock company, chartered for the purpose of building and loaning rolling-stock and motive power to roads in need of such assistance, would benefit the railroad interests. This idea is not theoretical; it has been practically tested in Canada by the merchants of Montreal, who formed such an association with the view of facilitating business over the Grand Trunk Railway, and results in that instance have been so eminently satisfactory as to justify its introduction in other sections.

MEMPHIS AND ST. LOUIS PACKET CO.

The programme of this company, so well and favorably known on the Western waters, embraces, for the year 1870, several new features, which, at this time of the year, when there is a large amount of travel from the South to the Northern and Eastern watering-places, must be interesting to our readers. The line consists of twelve first-class boats, officered by the most accomplished gentlemen, and furnished with every luxury. It carries the United States mail for Cairo, Columbus, Hickman, Memphis, Helena and Vicksburg, and connects with all the principal railroad and steamboat lines in the South. At Cairo, it competes with the route *via* Columbus and the Mobile and Ohio Railroad; at Hickman, it offers, in connection with the Nashville and Northwestern Railroad, an easy and agreeable route to Nashville, Chat-

anooga, and other prominent Southern cities on the Atlantic coast. At Memphis, passengers can take the cars by Grenada and Canton, for Vicksburg, New Orleans, etc., or can transfer themselves to lighter-draught steamboats plying on the St. Francis, White and Arkansas rivers. Close connections are made at Vicksburg with packets for New Orleans, the Yazoo river, etc. Memphis packets, proper, leave St. Louis Mondays, Wednesdays, Fridays and Saturdays, taking freight, etc. for the Mobile and Ohio, Nashville and North-western, Memphis and Charleston, and Mississippi and Tennessee Railroads. Vicksburg packets leave Tuesdays, Thursdays and Saturdays, connecting with the Vicksburg and Meridian Railroad. The managers of this line are thoroughly identified with the interests of St. Louis; and their constant aim has been to make St. Louis as much a diverging point for Southern travel as Cairo, Cincinnati and Louisville. In furtherance of these views, Mr. E. B. Byington, the General Passenger Agent, has organized a complete system of through tickets, recognized by all Eastern trunk lines, which afford the traveler to or from the South an opportunity of visiting St. Louis, *en route*, and coming East for the same rate as would be paid by Louisville or Cairo. These facilities are appreciated by all classes; and an increasing passenger traffic is a correct index of the popularity partly acquired by the Memphis and St. Louis Packet Co. We should advise all who have not yet tested the merits of this line, to try it, especially at this season, when cool breezes and freedom from dust and dirt are an agreeable interlude to the ordinary accessories of summer travel.

GRAND TRUNK RAILWAY.

The Montreal *Witness* furnishes some very valuable information relative to the improvements in track and rolling-stock which are now being introduced by the present able executive. These facts are interesting, inasmuch as the Grand Trunk Railway must always be one of the most important outlets for the productions of the West and North-west to the sea-board. During the past three years, 456 miles of the line have been relaid with new rails, much heavier than those originally laid. These rails have been partly imported from England and partly rolled at Portland, Toronto and Detroit. During 1870, it is intended to lay about 170 miles of new rails, of which fifty miles will be of the best hematite steel, made at the Barrow Works, near Furness, in Lancashire. These steel rails will be laid in the track between Kingston and Sherbrooke, where the climate is most severe, and the difficulties of working a railway in winter the greatest. Fifty miles of steel rails will in future be imported every year from England, until the whole distance—from Kingston to Sherbrooke (273 miles)—is laid with steel rails. It is also intended then to extend the steel track as far west as Belleville, and east to the boundary with the United States. The sleepers or ties on the whole line are reported to be in good condition, and the road is being ballasted at the rate of 100 miles per year; so that the Grand Trunk will soon compare favorably in track and road-bed with any other line on this continent. Extensive additions have also been made to the motive power; and the number of locomotives, during the past two years, has been increased by the importation of twenty-five large powerful freight locomotives from Glasgow, and by the construction of several others at Portland and Montreal. The number of engines now in use is 323; and contracts have been made for the construction of twelve new passenger engines, capable of making quicker time and hauling heavier trains than those now employed. Six of these engines have been ordered from the well-known establishment, (advertised in the *OFFICIAL GUIDE*), the "Baldwin Locomotive Works," and six are to be constructed at Kingston. New passenger equipment has also been ordered; and the Wason Manufacturing Co., of Springfield, have contracted to deliver, by August, twelve first-class passenger coaches, supplied with all those modern conveniences for ventilation and heating which make traveling on some roads in this country so pleasant and agreeable. The old sleeping cars are also to be superseded by the "Pullman palace car;" and there is every indication that unusual efforts will be made by fast time, and by strict attention to the comfort and convenience of the traveling public, to command a large proportion of the through travel between New York, or Boston, and Chicago. It is estimated that through trains can be run between Portland and Sarnia in thirty-four hours, and the time between Montreal and Toronto will be shortened up to about thirteen hours; so that passengers leaving either city at night will arrive at destination in the early morning. Reference was made in our columns some months since to the adjustable wheels and axles in use on the Grand Trunk Railroad, in connection with through traffic. During the past two years, more than 200 cars have been constructed on this principle, and their working hitherto has been so satisfactory that 300 more have been ordered, and will probably be ready for the fall business. 500 new freight cars are also being furnished by a company formed for the express purpose of purchasing and lending rolling-stock to the Grand Trunk and other railway companies. With such increased facilities for handling all the busi-

ness which may offer, or for which they can compete, on anything like favorable terms, there is no reason why the revenue of the Grand Trunk Railway should not show a very decided increase over that of the previous year. Too much praise cannot be accorded to a management which has produced such good results, and which has made Grand Trunk securities so valuable in a market where, some eight years since, they were considered a comparative drug. A certain ratio or percentage of increased revenue is naturally attributable to the growth and development of country tributary to the Grand Trunk, and to the unparalleled march of improvement in the West and Northwest; but these natural causes would not have conspired to produce such satisfactory results had not the strictest economy been practiced in operating the road, and had not the managing director, Mr. Brydges, been assisted by heads of departments who recognized the necessity of making the Grand Trunk Railway a power in the land. It may be mentioned, in this connection, that a bridge is being constructed at Buffalo, which will bring the Grand Trunk Railway into direct connection with the leading New York roads, and increase its business over the line between Buffalo and Detroit very materially.

A RAILROAD IN GREECE.

We are indebted for the following article to the *United States Railroad and Mining Register*, published in Philadelphia:—

"The United States Consul at the Piræus, Greece, is writing to the *College Courant* a series of letters about Athens. Among the passages which sound oddly to the classical student, from the sharp contrast they present between the ancient and modern city, is the description of a trip by rail from Athens to the harbor. The road is only six miles long, and, though no ways extraordinary, it is a source of never-ceasing wonder to the natives. When it was first opened, the archbishop was present, and consecrated the locomotive and each car by sprinkling them with holy water. Still, the average Greek cannot quite reconcile himself to it as anything in the ordinary course of nature; and when he takes passage he does not cease to cross himself until the motion has become familiar. Every day, large crowds of countrymen flock to the depot, and gather on a bridge near by, to watch the train arrive and depart. Could some of their ancestors, who hewed the stone with which the track is laid, revisit their work, or look down upon it from the Acropolis, with what unutterable amazement would they contemplate the approach of a screaming locomotive, without even the poor protective of holy water! Accustomed as they were to the apparitions of gods, demi-gods and monsters, this would be a spectacle for which even their mythology could furnish no parallel, and would dumfound the wise as well as the ignorant. Think of Socrates soliloquizing over a steam-engine, Diogenes with his tub dead-heading it to the Piræus, or haggling about a seven-cent ticket; or Euripides working up a railroad catastrophe into one of his polished tragedies; or the courtly Xenophon taking topographical notes for his *Anabasis* from the window of a Pullman sleeping car! These unsophisticated old Greeks, whom we imagine we understand fully, lived in an entirely different world, with which we can have but little sympathy. Shall some future generation say the same of us?"

RAILWAY ON THE THIRTY-SECOND PARALLEL.

A writer on this subject in the *New York Tribune* evidently coincides with the views freely expressed in our editorial columns, that Government aid, in the shape of right of way and land-grant, should be extended to all the proposed Pacific routes. He writes:—

"A railway on the Northern route, from Lake Superior to Puget Sound, has been authorized by Congress, and its construction commenced. It is in good hands, and its speedy completion is assured. On the central route, a railway is now in complete operation. These roads are nearly 500 miles apart. It is now proposed to give Congressional aid for the completion of a railway already commenced on the 32d parallel, 500 miles south of the Union Pacific, or Central road. The Memphis, El Paso, and Pacific Railroad Company was chartered a few years ago by Texas, with authority to construct a railroad on the 32d parallel through that State, and a liberal grant of land was made in its aid. About one hundred miles of this road are now ready for the cross-ties and iron. Seven thousand tons of the iron and ten locomotives have been purchased and paid for. Nearly all the iron has been delivered, and the remainder will be in a short time. The locomotives are nearly ready for shipment from France. A company, chartered by the State of California, has located a railway from San Diego, on the 32d parallel, to Fort Yumas, on the Colorado river, and work is in progress on it. These roads are controlled by Gen. Fremont and his associates, comprising some of the most energetic railroad and business men of the country.

"The bill now pending in Congress chartering the 'Southern Transcontinental Railway Company,' gives authority to build a railway from El Paso to San Diego, and to consolidate with the above roads, so as to form a continuous line of railway on the 32d parallel.

"The speedy completion of this road would be of immense local value to the portion of the country through which it extends, to say nothing of its vast national importance. While so much has been done by the General Government for the other routes, it would be unfair and ungracious to deny to this railway legislation securing its rights of way and land-grant."

ERIE AND PITTSBURG RAILWAY.

At a stockholders' meeting held in Pittsburg last month, the proposition made by the Pennsylvania Railroad Co., to lease the Erie and Pittsburg Railway for a period of 999 years, was submitted to the stockholders and accepted. By the terms of agreement, the lessees are bound to pay, as annual rental, a sum equivalent to seven per cent. upon the capital stock and bonded indebtedness, amounting now to \$4,576,000. The road has been transferred to the lessees, who have appointed J. N. McCullough, Esq., General Manager, by whom it will be operated as a branch of the Pittsburg, Fort Wayne and Chicago Railroad.

The officers under the lease are:—
 General Manager.....J. N. McCULLOUGH.....Pittsburg.
 Superintendent.....J. D. LAYNG....." "
 Asst. Superintendent.....JOHN M. KIMBALL.....Erie.
 General Agent.....GEORGE V. MAUS....."
 Road Master.....JOHN FLETCHER.....Pittsburg.
 Master of Machinery.....S. M. CUMMINGS....."

INDIANAPOLIS AND ST. LOUIS R. R.

From an Indianapolis paper of last month we gather the following particulars about the construction of a new line between Indianapolis and Terre Haute:—

"Work is progressing rapidly on the Indianapolis and St. Louis Railroad. Iron has been laid nineteen miles west of Indianapolis, and seventeen miles east of Terre Haute. The track is being laid east of Greencastle, to reach a gravel pit near Fillmore; and, when that is reached, track-laying will progress west of Greencastle. It is expected to have the road ready for business and ballasted by the 1st of July; and it will be, from the start, one of the best roads in the West. The construction car on this end of the road, with a small party on board, ran sixteen miles yesterday in twenty-five minutes, and that is evidence that the track must be in good condition for a new road."

ADJUSTABLE FREIGHT CARS.

We notice, from an article in the *Chicago Railway Review*, (whose editor, *en passant*, is most indefatigable in procuring the very freshest items of railway intelligence for his patrons,) that the Erie Railway Company have introduced, for their through business, in connection with narrow-gauge roads, the adjustable freight cars, which have demonstrated their practical utility on the Grand Trunk Railway, and which have been in use there for more than two years. The *Review* says:—"One of these cars came through last week from New York, over the Erie Railway to Buffalo, and thence over the Lake Shore and Michigan Southern Railway to Chicago. This car is the *avant courier* of others to be built by the Erie for the shipment of freight in bulk over this route, involving no handling of cargo at intermediate points. The change of trucks from a six-foot to a four-foot eight-and-a-half-inch gauge is readily effected, and causes no delay." Should this project of the Erie managers be carefully carried out, they will overcome, successfully, one difficulty with which the broad-gauge line has hitherto been forced to contend in competing with its rivals, viz., the breaking of bulk in transit. This step is also another proof, if such were needed, that the present managers comprehend more clearly than their predecessors the real interests of their line, and that they are determined to assert its superior facilities, as compared with other trunk lines, for handling through freight.

NEW ROUTE TO QUEBEC, VIA NEWPORT AND LAKE MEMPHREMAGOG.

The Massawippi Valley Railroad, extending from Newport to Lenoxville, a station on Grand Trunk Railway, (twenty-eight miles from Richmond,) has been leased by the Connecticut and Passumpsic River Railroad, and will be opened for through travel on or about July 1st, 1870. Map and special advertisement of this line, by which the distance between New York and Quebec is shortened some fifty miles, will appear in our *GUIDE* contemporaneously with the road's opening; but, as many tourists are already preparing a programme for their summer excursion, it is right to state that travelers to the White Mountains, desirous of visiting Canada, will hereafter find increased facilities for seeing the unrivaled scenic beauties of Lake Memphremagog and the Massawippi Valley, *en route* to Quebec and the Saguenay. The new road winds along the eastern shore of Memphremagog for two or three miles, thence turns into the valley leading to the Massawippi Lake, and, after following its southern shore for six miles, passes on through the open country towards the Grand Trunk Railway. This route, as opening up an entirely new section of country to that heretofore traversed by Quebec travel, is destined to become very popular, and to divert much business which has been habituated to the routes *via* St. Albans, Rouse's Point, or Plattsburgh.

FRENCH RAILWAY TRAFFIC.

The aggregate receipts of all the French lines in 1869 have just been officially returned at £27,503,159, as compared with £26,690,029 in 1868, showing an increase of £813,130. The average distance worked in 1869 was 10,268½ miles, as compared with 9910 miles in 1868, showing an average increase last year of 358½ miles. Of the average of 10,268½ miles worked last year, 9603½ miles were in the hands of the six great companies,—the Northern, of France, the Eastern, of France, the Western, of France, the Orleans, the Paris, Lyons and Mediterranean, and the Southern, of France. It follows that only 365 miles were in the hands of small independent companies. The monopoly, or, to use a milder term, the combination system, has thus not yet been seriously assailed in France. The whole extent of new line brought into operation last year in France was 445 miles, the greater part of it being completed towards the close of the year.

SCHEDULE OF EXCURSION RATES OVER THE UNION PACIFIC RAILROAD.

The following notice, issued by Mr. Francis Colton, Gen. Passenger Agent Union Pacific R.R., indicates the liberal views entertained by the present managers, and will be instructive to such of our readers as may contemplate participating in an excursion to the Pacific coast:—

"All previous circulars giving excursion rates over the Union and Central Pacific Railroad line are hereby withdrawn, and the following fares will be charged for excursion tickets, which will be good from Omaha to San Francisco and return:—

EXCURSION RATES IN U. S. CURRENCY.

"For parties of 20 to 24 passengers.....	\$170
" 25 to 29 ".....	165
" 30 to 34 ".....	160
" 35 to 39 ".....	155
" 40 to 45 ".....	150
" 45 to 49 ".....	140
" 50 and over, ".....	130

"The tickets will be furnished at this office to the party upon their arrival in Omaha. The name of each passenger will be written on his ticket, which will not be transferable.

"The above rates include only first-class passage. Sleeping berths and other extra accommodations will be charged for.

"Each double sleeping berth, Omaha to Ogden.....\$8 00

"Each double sleeping berth, Ogden to San Francisco..... 6 00

"Meals at convenient points on the line of the road, at 75 c. to \$1 each.

"Excursion tickets will be good for 30 days from Omaha, but will be extended upon special agreement not exceeding 60 days from date of ticket. Excursionists are allowed to return on any regular train within the time specified.

"Due notice should be given before the starting of such parties, and the probable time of their arrival at Omaha, in order that suitable arrangements may be made for transportation and sleeping berths for all who may desire.

"All excursion parties will be transferred at Omaha to the cars of this line."

NEW YORK UNION DEPOT, FOURTH AVENUE AND FORTY-SECOND STREET.

The specifications for the iron-work to be used in the erection of the car-house for the Union Passenger Depot, to be built by the New York and Harlem Railroad Company between Forty-second and Forty-fifth streets, Fourth avenue, and the new street west of the latter, in accordance with the drawings made by Mr. I. C. Buckhout, civil engineer of the company, were issued in this city on the 11th of March. The plans and drawings were photographed and sent to Europe, with a view of obtaining estimates; but the transatlantic iron-workers wanted too much money for the work. The plans were then submitted to American architects in iron, and on Saturday the Architectural Iron Works, foot of Fourteenth street, in this city, received the contract at a sum said to approximate \$1,000,000.

The foundation of this immense structure, to be the largest of the kind on this continent, is well under way—in fact nearly completed. The contract calls for the completion of the entire structure within eight months from its date. If not completed within the time specified, the contractor is to forfeit and have deducted from the contract price \$500 a day for every day over; and, if completed within the time specified, the contractor is to receive, in addition to the contract price, the sum of \$200 for each day the work is so completed and accepted by the engineer.

It is impossible to give a description which will adequately convey an idea of the magnitude of this building. The weight of iron to be used will be over 8,000,000 pounds. It will require 100,000 square feet of glass in the roof alone, and 90,000 square feet of galvanized corrugated iron to cover the roof. The roof over the car-house will extend over an area limited south and west by the office buildings, east by Fourth avenue, and north by a line thirty feet six inches south of Forty-fifth street. The entire length of the roof will be 652 feet, and

it will be 199 feet 2 inches in width between the walls, and supported by thirty-two arched trusses, placed twenty feet four inches apart. These great arches will be set upon the foundation, whose upper surface is two feet below the surface of the ground, rising to an elevation of ninety-four feet from the springing line to the extrados of the arch.

The car-house is to be lighted through three skylights extending over the entire length of the roof,—one on the centre, double-pitched, and two single ones on each side of the centre. There will be seven courses of ventilators running the entire length of the roof, faced up with stationary sheet-iron slats. On the south end, the segmental portion of the arch above the brick wall will be faced with cast-iron trimmings and plate glass.

The north end will be closed with a beautiful cast-iron front, highly ornamented. The east side, along the Fourth avenue, will be finished with cast-iron pilasters, acting as casings set in front of each truss. These pilasters are to have bases and caps, supporting a main cornice along to the front, and crowned by a cast-iron balustrade; a line of balconies will run along the west side and across the south end, connecting with the offices in the second story. The trusses are placed in heavy cast-iron shoes, sixty-four in number. To permit free expansion and contraction of the trusses, without interference with the side-walls crossed by them, there will be placed cast-iron boxes or casings, perforated by a series of cores, and fitted together by means of bars and angles in such a manner as to insulate entirely the mason-work from the trusses.

The rafters will consist of five-inch deck beams secured to the top chord by double-angle iron studs, 3½ by 3½ inches, and stiffened by diagonal braces of same size, riveted together, and fastened on the chord by means of bent lap-plates one-half inch thick, and riveted to the former. When completed, the upper part of the roof on the inside will present a perfect net-work of ties, braces, and other appliances to insure its stability. The ventilator on the ridge of the central skylight will be two feet wide in the clear, and will consist of two courses of cast-iron gratings. The trussed girders will also be constructed to perform the duty of ventilators. The main portions of the roof, not covered with glass, will be covered with corrugated galvanized sheet iron, No. 18, American gauge, lapped into each other at least four inches.

The inside ornamentation will consist of panels, bordered with beads and scroll angle pieces, screwed to the plate iron. The inner chord of each truss will be encased in a cast-iron shell quarter inch thick, having the shape of a column ornamented with spiral bands, base, plinth, and astragals; cast-iron cornices will be run on both sides of the roof beneath the gutters, and secured to ornamental brackets.

A line of railing will run along the platform on the south, and with hoisting gates leading to the inner platforms. These railings will be three feet six inches high. The large and highly-ornamental lamp-posts will be placed in such parts of the car-house as may be hereafter designated.

A heavy cast-iron cornice will be run across the segmental portion of the front of the south end, and a heavy pediment surmounting the cornice, parallel to the truss and near it. These will be ornamented with dentils and modillions. The segmental space between the cornice and pediment will be faced up with ornamental cast-iron panels, columns, and plate glass half inch thick.

Along Fourth avenue, on the exterior, will be placed a series of cast-iron pilasters, which will project six inches beyond the wall, be two feet two inches in width, and extend up to the cornice, which, with frieze and astragal, will run the entire length of the car-house, the whole to be surmounted with a line of balustrade, the posts of which are to be placed over and in a line with each pilaster. The doors and windows will have cast-iron trimmings, all ornamented, the windows to be glazed with rough half-inch glass. The whole of the north front will be of cast iron, the width to be 203 feet 10 inches, and raised 112 feet 6 inches in extreme height. The windows and doors of the first story will have rolling shutters.

The ends of the structure will be occupied for offices on the first floor, while the ground floor will be set apart for ticket offices, passenger-rooms, baggage-lockers, restaurants, news-stands, etc.

Pennsylvania iron, of the best welded quality, will be used as plates; flat or square bars, round bars and rods for braces to be of Ulster iron. Sheet iron, best welded and refined Pennsylvania. Cast iron, mixed in the following proportions, viz:—American pig No. 1, and Scotch pig No. 1, five per cent. of each for shoes, casings, lintel, box, angle, studs and braces. American pig No. 1, ten per cent., and Scotch pig No. 1, fifteen per cent., for columns and pilasters. American pig No. 1, fifteen per cent., and Scotch pig No. 1, twenty per cent., for hanging cornices, friezes and flat panelings. American pig No. 1, thirty per cent., and Scotch pig No. 1, thirty per cent., for small mouldings and ornamented work. All rolled and welded iron to be subjected to a strain of 30,000 pounds per sectional inch.—*New York Tribune.*

OFFICIAL RAILWAY TIME-TABLES,

WITH
OFFICERS, STATIONS AND DISTANCES.

NOVA SCOTIA RAILWAY.

LEWIS CARVELL, Gen. Supt.
ALEX. McNAB, Chief Engineer.
GEORGE TAYLOR, Traffic Supt.

THOMAS FOOT, Accountant.
W. JOHNSTON, Locomotive Supt.
General Offices, Halifax, N. S.

Trains Leave.					Trains Arrive.					
May, 1870.					May, 1870.					
Acc	Mix	Mail	Mail	Mls	Mls	Acc	Mix	Mail	Mail	
STATIONS.										
Halifax.....					113					
Four Mile House.....					109					
Bedford.....					105					
Rocky Lake.....					102					
arr. Windsor J'n. lve					100					
lve. Windsor J'n. arr					32					
Beaver Bank.....					29					
Mt. Uniacke.....					19					
Stillwater.....					12					
Ellershouse.....					9					
Newport.....					6					
Three Mile Plains.....					3					
Windsor.....					0					
ARRIVE [LEAVE										
lve. Windsor J'n. arr					103					
Fletcher's.....					90					
Grand Lake.....					88					
Oakfield.....					85					
Enfield.....					85					
Elmsdale.....					83					
Wickwire's.....					78					
Shubenacadie.....					74					
Stewiacke.....					69					
Polly Bog.....					65					
Brookfield.....					60					
Johnston's.....					56					
arr } Truro. lve										
lve } Truro. arr										
Riversdale.....					31					
West River.....					39					
Glengarry.....					27					
Hopewell.....					14					
New Glasgow.....					10					
Pictou Landing.....					9					
Pictou.....					0					
ARRIVE [LEAVE										

* Stop Tuesday, Thursday and Saturday only.

WINDSOR AND ANNAPOLIS RAILWAY.

VERNON SMITH, Manager, Kentville, N. S.

Trains Leave.					Trains Arrive.					
May, 1870.					May, 1870.					
Exs.	Mix	Mix	Mls	Mls	Mls	Exs.	Mix	Mix	Mls	
STATIONS.										
lve. St. John .arr					P. M.					
Via S. S. Emperor					P. M.					
lve. Annapolis arr					129					
Roundhill.....					121					
Bridgetown.....					115					
Paradise.....					110					
Lawrencetown.....					107					
Middleton.....					101					
Wilmot.....					98					
Kingston.....					94					
Morden Road.....					89					
Aylesford.....					87					
Berwick.....					82					
Waterville.....					79					
Coldbrook.....					75					
arr } Kentville lve										
lve } Kentville arr										
Port Williams.....					65					
Wolville.....					63					
Grand Pre.....					60					
Avonport.....					57					
Hantsport.....					52					
Mount Denson.....					50					
Falmouth.....					47					
Windsor.....					45					
Halifax.....					0					
ARRIVE [LEAVE										

1 Connects at Annapolis with Steamer to St. John.

2 At Windsor with Nova Scotia Railway.

NEW BRUNSWICK AND CANADA RAILWAY.

HENRY OSBURN, General Manager.
HENRY BULL, Gen. Freight Agent.
St. Andrews, N. B.

J. P. CRANGLE,
Superintendent.

Leave.					Arrive.					
June, 1870.					June, 1870.					
Pas	Exs.	Mls	Mls	Mls	Mls	Exs.	P. M.	P. M.	P. M.	
STATIONS.										
St. Andrews.....					A. M.					
Chamcook.....					9 15					
Bartlett's.....										
Waweig.....										
Roix Road.....					8 00					
Hewett's.....					3 09					
Rolling Dam.....										
Dumbarton.....					7 30					
St. Stephens.....					2 24					
Maxwell.....										
Moore's Mills.....					2 56					
Baillie.....										
Meadows.....					2 36					
Watt's Junction.....					2 20					
Watt's Junction.....					7 11					
Lawrence's.....					7 02					
Barber Dam.....					6 46					
McAdam Junc.....					6 16					
Maudslay.....					6 05					
Deer Lake.....					5 06					
Canterbury.....					4 40					
Eel River.....					4 05					
Wickham.....					3 47					
Debec Junction.....					3 30					
McKenzie.....					3 05					
Richmond.....					3 00					
ARRIVE [LEAVE										

Richmond Trains.—A train leaves Richmond daily 8 45 a.m., connecting at Debec Junction with train for St. Stephens, leaving Woodstock 8 15 a.m.; returning from St. Stephens daily upon arrival of 10 00 a.m. train from St. Stephens, and arrives at Richmond 4 30 p.m. On Monday and Thursday a train leaves Richmond 3 15 a.m., connecting at Debec Junction with express train for St. Andrews. On Wednesday and Saturday a train leaves Debec Junction 10 50 a.m., an arrival of express train from St. Andrews, reaching Richmond 11 15 a.m.

N. B.—Trains leave St. Stephens for Woodstock daily 10 a.m., returning from Woodstock to St. Stephens daily 8 15 a.m. Express trains leave St. Andrews for Woodstock on Wednesday and Saturday 5 30 a.m., returning from Woodstock to St. Andrews every Monday and Thursday 3 00 a.m. Trains leave St. Andrews for Woodstock Tuesday and Friday 9 00 a.m., leaves Woodstock for St. Andrews Tuesday and Friday 8 15 a.m.

EUROPEAN AND NORTH AMERICAN RAILWAY.

LEWIS CARVELL, Gen. Supt. A. McNAUGHTON, Acc't, St. John's, N. B.

Trains Leave.					Trains Arrive.					
June, 1870.					June, 1870.					
Mix	Acc.	Pas	Exs.	Mls	Mls	Exs.	Mix	Acc	Acc	
STATIONS.										
St. John.....					108					
Moose Path.....					105					
Torryburn.....					102					
Appley's.....					101					
Rothsay.....					99					
Quispamsis.....					96					
Nauwigewauk.....					91					
Ossekeag.....					86					
Passekeag.....					82					
Bloomfield.....					81					
Athol.....					77					
Norton.....					75					
Apoahqui.....					69					
Sussex.....					64					
Plumweseep.....					61					
Penobscot.....					57					
Anagance.....					47					
Petitcodiac.....					42					
Pollet River.....					37					
Salisbury.....					32					
Boundary Creek.....					29					
Moncton.....					19					
Humph. Mills.....					17					
Painsec Junction.....					12					
Dorchester Road.....					6					
Schediac.....					2					
Pt. du Chene.....					0					
ARRIVE [LEAVE										

INTERCOLONIAL RAILWAY.

A train leaves Painsec Junction for Meadow Brook, Memramcook, Dorchester and Sackville, 11 45 a.m., or upon arrival of 7 00 a.m. train from St. John, arriving at Sackville 1 30 p.m.; returning, leaves Sackville 5 45 a.m., arriving at Painsec Junction 7 28 a.m., and connecting there with train reaching St. John 12 15 p.m.

CALAIS AND BARING, AND BARING AND LEWY'S ISLAND RAILWAY.

The Calais and Baring Railway (JAMES SARGENT, President), is six miles long, with five and a half miles of branches, connecting by bridges at Milltown and Baring with the British side of the St. Croix River.

The Baring and Lewy's Island Railway (WM. TODD, President), is seventeen miles long, and extends from Baring to Lewy's Island, Me.

24 International Steamship Company.—The Steamers of this Line leave Boston at 8 00 a.m., and Portland 5 00 p.m. for Eastport and St. John, N. B. In April, May and June, on Mondays and Thursdays; in July, August and September, on Mondays, Wednesday and Fridays; in October and November, on Mondays and Thursdays; and from December to March, on Mondays.

Agents:—W. C. KILBY, Boston, Mass. A. R. STUBBS, Portland, Me. G. HAYES, Eastport. T. JOHNSON, Calais. B. ANSLY, St. John, N. B.

RICHARD POTTER, President, London, Eng. C. J. BRIDGES, Managing Director, Montreal. J. HICKSON, Secretary and Treasurer. T. B. HAWSON, Auditor.

RICHARD EATON, Locomotive Superintendent. HENRY SHACKELL, General Passenger Agent. F. C. STRATTON, Gen. Eastern Freight Agent, Montreal, C. E.

P. S. STEVENSON, Gen. Western Freight Agent, Toronto, C. W. EDWARD P. BEACH, Gen. United States Agent, 175 Broadway, N. Y.

I PORTLAND TO MONTREAL & QUEBEC TO MONTREAL.

H. BALLELY, Local Superintendent East of Montreal.

Table with columns: Acc. Exs. Exs. Pas. Mls. STATIONS. Mls. Exs. Exs. Pas. P.M. A.M. P.M. A.M. P.M. A.M. P.M. A.M. Includes stations like Portland, Falmouth, Yarmouth, Yarmouth Junction, New Gloucester, Danville Junction, Oxford, South Paris, West Paris, Locke's Mills, Bethel, Gilead, Shelburne, Gorham, Berlin Falls, Milan, Northumberland, Stratford, Wenlock, Island, Pond, Norton Pond, Coaticook, Compton, Waterville, Sherbrooke, Windsor, Richmond, Black River, Becancour, Somerset, Stanfold, Arthabaska, Warwick, Danville, Richmond, New Durham, Acton, Upton, Britannia Mills, St. Hyacinthe, St. Hilaire, St. Bruno, St. Hubert, St. Lambert, Montreal.

3 TORONTO TO DETROIT AND CHICAGO.

W. J. SPICER, Local Superintendent West of Montreal.

Table with columns: Trains Leave. May 2, 1870. Trains Arrive. Mail Exs. Exs. Exs. Mls. STATIONS. Mls. Exs. Exs. Exs. Mail P.M. A.M. P.M. A.M. P.M. A.M. P.M. A.M. Includes stations like Toronto, Weston, Malton, Brampton, Georgetown, Acton West, Rockwood, Guelph, Breslau, Berlin, Petersburgh, Hamburg, Shakespeare, Stratford, Detroit, Chicago.

A Mixed train leaves Toronto for Berlin and way stations 7:00 p.m., arriving at Berlin 10:30 p.m.; returning, leaves Berlin 6:45 a.m., arriving at Toronto 10:05 a.m.

4 BUFFALO TO CODERICH AND DETROIT.

Table with columns: Trains Leave. May 2, 1870. Trains Arrive. Mix. Exs. Exs. Exs. Mls. STATIONS. Mls. Exs. Exs. Exs. P.M. A.M. P.M. A.M. P.M. A.M. P.M. A.M. Includes stations like Buffalo, Fort Erie, Bertie, Port Colborne, Feeder, Dunnville, Canfield, Caledonia, Brantford, Paris, Drumbo, Bright, Tavistock, Stratford, Mitchell, Carron Brook, Clinton, Goderich.

2 BETWEEN MONTREAL AND TORONTO.

Table with columns: Acc. Mix Exs. Exs. Mls. STATIONS. Mls. Exs. Exs. Acc. Acc. P.M. A.M. P.M. A.M. P.M. A.M. P.M. A.M. Includes stations like Montreal, Pointe Claire, St. Anne's, Vaudeuil, Coteau Landing, Lancaster, Cornwall, Dickinson's Landing, Williamsburg, Matilda, Edwardsburg, Prescott Junction, Maitland, Brockville, Mallorytown, Gananoque, Kingston, Ernestown, Napanee, Shannonville, Belleville, Trenton, Brighton, Colborne, Grafton, Cobourg, Port Hope, Newcastle, Bowmanville, Oshawa, Port Whitby, Frenchman's Bay, Port Union, Scarborough, Toronto.

Table with columns: Trains Leave. May 2, 1870. Trains Arrive. A.M. P.M. NO'N A.M. P.M. Includes stations like Stratford, St. Mary's, Granton, Lucan, Ailsa Craig, Park Hill, Widder, Forrest, Camlachie, Sarnia, Port Huron, Ridgeway, New Baltimore, Mount Clemens, Milwaukee Junction, Detroit Junction, Detroit, Chicago.

A Mixed train runs on week days between Brantford and Goderich, leaving Brantford 7:00 a.m., arriving at Goderich 3:20 p.m.; leaving Goderich 1:45 p.m., arriving at Brantford 7:45 p.m.

N. B.—Trains leave St. Mary's for Thorndale and London at 9:05 a.m., 12:50, 5:20 and 8:10 p.m., arriving at London 10:05 a.m., 1:50, 6:20 and 9:10 p.m. Trains leave London for Thorndale and St. Mary's at 7:00 and 11:30 a.m., 3:20 and 6:30 p.m., arriving at St. Mary's 7:50 a.m., 12:30, 4:40 and 7:20 p.m.

Standard of Time.—Trains are run between Montreal and Toronto by Montreal time; between Toronto and Sarnia by Toronto time; between Port Huron and Detroit by Chicago time.

Trains leaving terminal stations on Saturday evenings run through to destination Sunday a.m. Other trains leave and arrive daily, Sundays excepted.

For Connections and Branches see succeeding page.

GRAND TRUNK RAILWAY.—Connections.

For Time-Table see preceding page.

1 At Portland, with Portland, Saco and Portsmouth Railway; through it with Eastern, and Boston and Maine Railways, for Boston, &c. 2 At Yarmouth Junction, with Portland and Kennebec Railway. 3 At Danville Junction with Maine Central Railway. 4 At Richmond with Montreal and Quebec Division. 5 At Quebec with steamers for Europe and Riviere du Loup Branch. 6 At Arthabaska with Arthabaska and Three Rivers Branch. 7 At Montreal with Line from Montreal to Toronto; with Montreal and Champlain, and Montreal, Lachine and Province Line Railways; also with Steamers on the St. Lawrence. 8 At Prescott Junction with St. Lawrence and Ottawa Railway. 9 At Brockville with Brockville and Ottawa Railway. 10 At Kingston with Mail Line of Steamers. 11 At Cobourg with Cobourg and Peterboro' Railway. 12 At Port Hope with Port Hope, Lindsay and Beaverton Railway. 13 At Toronto with Northern Railway of Canada and Toronto Branch of Great Western Railway. 14 At Stratford with Buffalo and Goderich Division. 15 At Detroit, with Michigan Central, Michigan Southern and Detroit and Milwaukee Railways. 16 At Chicago with Railways diverging from there for West, Northwest and Southwest. 17 At Buffalo with New York Central & Erie Railways. 18 At St. Mary's with Branch to London, Canada West, there with the London & Port Stanley Railway.

5. Riviere du Loup, Point Levi and Quebec Branch.—Up train to Riviere du Loup leave Point Levi daily, except Sunday, at 9 00 a.m. Also mixed train Tuesday, Thursday and Saturday only, at 11 00 a.m. A Down train leave Riviere du Loup daily, except Sunday, at 10 00 a.m., and mixed train on Monday, Wednesday and Friday 6 00 a.m.

6. Arthabaska and Three Rivers Branch.—A train leaves Arthabaska Junction for Doucet's Landing, opposite Three Rivers, and all intermediate stations, at 7 30 a.m. Returning, leaves Doucet's Land g 4 00 p.m., arriving at Arthabaska Junc. at 6 25 p.m. Distance, 35 miles.

7. Montreal to St. John's and Rouse's Point.—Trains leave Montreal for St. John's at 8 40 a.m. and 3 30 p.m. Leave St. John's for Montreal at 8 00 a.m. and 8 35 p.m. Leave Montreal for Rouse's Point at 3 30 p.m. Leave Rouse's Point for Montreal at 6 30 a.m.

8. Montreal to Lachine and Province Line.—Trains leave Montreal for Province Line at 6 00 a.m., 1 30 and 4 00 p.m. Leave Province Line for Montreal 7 15 a.m., 8 00 p.m. Local trains leave Montreal for Lachine 6 00, 7 00 and 9 15 a.m., 12 00 noon, 1 30, 4 00 and 5 30 p.m. Leave Lachine for Montreal 8 00, 8 55 and 10 00 a.m., 1 00, 3 00, 5 00, 6 00 and 9 45 p.m.

7 BROCKVILLE AND OTTAWA RAILWAY.

JOHN G. RICHARDSON, President, W. R. WORSLEY, Secretary and Treasurer. H. ABBOTT, Vice-President and Managing Director, G. LOWE, Accountant, Brockville, C. W.

Table with columns: Trains Leave (Mix, Mail, Mls), STATIONS, Trains Arrive (Mls, Mix, Mail), CONNECTIONS, and a sub-table for Trains Leave and Arrive with Mix, Mail, Mls columns.

All trains on Main Line connect at Smith's Falls with trains to and from Perth.

1 Perth Branch.—Trains leave Smith's Falls for Pike Falls and Perth 10 05 a.m. and 6 35 p.m., arriving at Perth 10 55 a.m. and 7 25 p.m. Returning, leave Perth for Smith's Falls 9 05 a.m. and 5 35 p.m., arriving at Smith's Falls 9 55 a.m. and 6 25 p.m.

8 COBOURG AND PETERBORO RAILWAY.

COVERT & FOWLER, Lessees, G. W. GOODEVE, Manager, Cobourg, C. W.

Table with columns: Trains Leave (Mix, Mail, Mls), STATIONS, Trains Arrive (Mls, Mix, Mail), and a sub-table for Trains Leave and Arrive with Exs, Mail, Mls columns.

Connects at Coburg with Grand Trunk Railway.

9 ST. LAWRENCE AND OTTAWA RAILWAY.

THOMAS REYNOLDS, Managing Director, T. S. DETLOR, Superintendent, Prescott, C. W.

Table with columns: Trains Leave (Mix, Exs, Mail), STATIONS, Trains Arrive (Mls, Exs, Mail), and a sub-table for Trains Leave and Arrive with Exs, Mail, Mls columns.

10 MIDLAND RAILWAY OF CANADA.

A. T. WILLIAMS, Gen. Superintendent, Port Hope, Can.

Table with columns: Trains Leave (Mix, Mail, Mls), STATIONS, Trains Arrive (Mls, Mail, Mix), and a sub-table for Trains Leave and Arrive with A. M., P. M., Mls columns.

11 PORT HOPE AND PETERBORO RAILWAY.

A. T. WILLIAMS, Gen. Superintendent, Port Hope, Can.

Table with columns: Trains Leave (Mail, Mix, Mls), STATIONS, Trains Arrive (Mls, Mix, Mail), and a sub-table for Trains Leave and Arrive with A. M., P. M., Mls columns.

Trains are run by Port Hope time, which is 20 minutes slower than Montreal time.

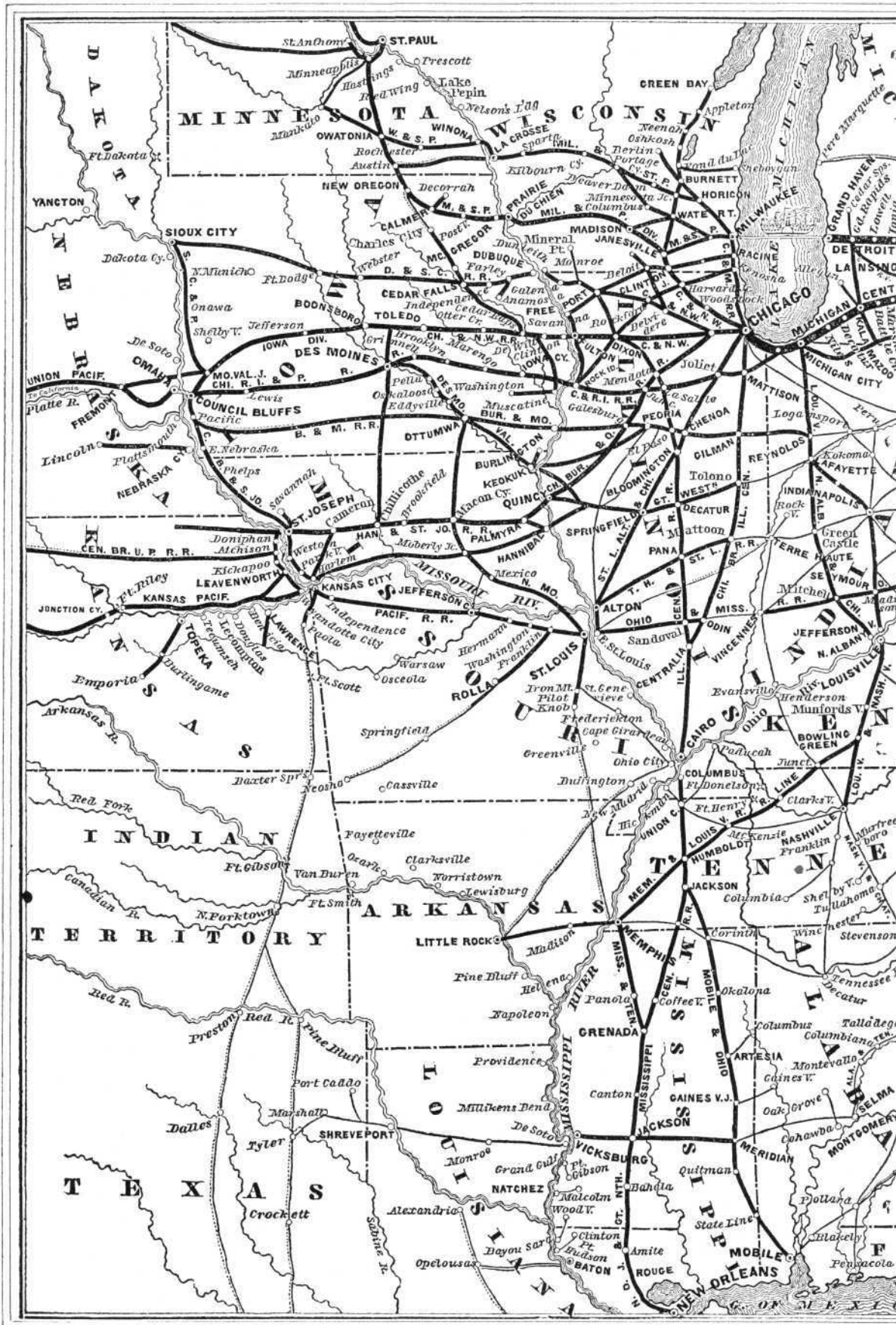
12 NORTHERN RAILWAY OF CANADA.

JOSEPH C. MORRISON, President, FRED. CUMBERLAND, Man. Direc., Toronto, Canada.

Table with columns: Leave (Exs, Mail, Mls), STATIONS, Arrive (Mls, Exs, Mail), CONNECTIONS, and a sub-table for Trains Leave and Arrive with Exs, Mail, Mls columns.

13 Welland Railway.—(I. G. McGRATH, Manager, St. Catharines.) Trains leave Port Dalhousie for St. Catharines, Thorold, Allanburgh, Port Robinson, Welland, Port Colborne, and Buffalo, 8 00 a.m. and 3 p.m., arriving at Buffalo 12 10 and 7 00 p.m. Leave Buffalo for Port Dalhousie and intermediate Stations 6 50 a.m. and 3 30 p.m., arriving, at Port Dalhousie 11 50 a.m. and 7 35 p.m.—Connections are made at St. Catharines with Great Western Railway, and at Port Colborne with Buffalo and Goderich Division Grand Trunk Railway.

14 London and Port Stanley Railway.—(W. BOWMAN, Superintendent, London, C. W.) Trains leave London for Pond Mills, Westminster, Yarmouth, St. Thomas, Whites and Port Stanley, 7 30 a.m. and 3 00 p.m., arriving at Port Stanley 8 45 a.m. and 4 20 p.m. Leave Port Stanley for London and intermediate Stations 9 30 a.m. and 5 10 p.m., arriving at London 10 45 a.m. and 6 30 p.m.—Connections are made at London with Great Western Railway, and at Port Stanley with steamers to Buffalo, Cleveland, and ports on Lake Erie.



MINNESOTA WISCONSIN

ST. PAUL
 ST. CROIX
 WISCONSIN
 MILWAUKEE
 CHICAGO
 ILLINOIS
 ST. LOUIS
 MISSOURI
 KANSAS
 ARKANSAS
 LOUISIANA
 MISSISSIPPI
 ALABAMA
 MISSISSIPPI RIVER
 GREAT LAKES
 GULF OF MEXICO
 TEXAS
 INDIAN TERRITORY



GREAT CENTRAL ROUTE
 —VIA—
NIAGARA FALLS.
 FOR
DETROIT, CHICAGO,
Milwaukee, St. Paul,
SAN FRANCISCO, ST. LOUIS,
LEAVENWORTH,
 AND ALL POINTS
West, Northwest & Southwest.

Engd. by Fisk & EuseU. 43 Chatham St. New York.

GREAT WESTERN (CANADA) RAILWAY.

W.M. K. MUIR, Gen. Supt., Hamilton, Ont. | W. WALLACE, Asst. Traffic Supt., London, Ont. | _____, General Agent.
 J. CRAMPTON, General Freight Agent, Detroit, Mich.

New York Office, 349 Broadway. Boston Office, 69 Washington Street. Ogdensburg Office, State Street, opposite Seymour House. Rochester Office 95 Waverly Block. Buffalo Office, cor. Main and Exchange Streets. Chicago Office, Tremont Block. Detroit Office, cor. Jefferson Avenue and Griswold Street.

Condensed Time Table In effect May, 1870.

Trains Going West.					Trains Going East.							
STATIONS.		Mls	Express.	Express.	Express.	STATIONS.		Frs.	Express.	Express.	Express.	Express.
Boston	Leave	0	5 00 A.M.	8 30 A.M.	3 00 P.M.	9 00 P.M.	Milwaukee	Leave	9 00 P.M.			
Worcester.....	"	44	6 35 "	10 05 "	4 30 "	10 35 "	(Steamers.)					
Springfield.....	"	98	9 00 "	12 15 P.M.	6 30 "	12 45 A.M.	Grand Haven.....	"	8 00 A.M.			9 00 P.M.
New York	"		10 30 "	11 00 A.M.	8 00 "	11 00 P.M.	Grand Rapids.....	"	9 30 "			10 30 "
Albany.....	"	200	2 55 P.M.	4 50 P.M.	1 10 A.M.	7 20 A.M.	Owosso.....	"	1 05 P.M.			2 30 A.M.
Troy.....	"		1 00 "	4 45 "		7 00 "	East Saginaw.....	"		2 30 P.M.		
Schenectady.....	"	217		5 50 "	1 55 A.M.	8 10 "	Flint.....	"		3 50 "		
Utica.....	"	295	5 55 "	9 35 "	4 40 "	12 00 0' N	Holly.....	"		2 30 P.M.	4 49 "	3 50 A.M.
Rome.....	"	309		10 10 "	5 05 "	12 35 P.M.	Detroit.....	Arrive	5 30 P.M.	6 40 P.M.		6 35 A.M.
Syracuse.....	"	348	7 30 "	11 45 P.M.	6 35 "	2 20 "	San Francisco.....	Leave				8 00 A.M.
Rochester.....	"	429	10 00 P.M.	3 35 A.M.	9 50 "	6 00 "	Sacramento.....	"				2 20 P.M.
Buffalo	"						Omaha.....	"	5 30 A.M.	4 30 "		
Niagara Falls.....	"		12 05 A.M.		12 18 0' N	9 25 P.M.	St. Louis.....	"		7 15 P.M.		7 00 A.M.
Suspension Bridge.....	"	506	12 20 "	7 00 A.M.	12 40 P.M.	9 50 "	(Chicago and Alton R'way.)					
St. Catharine's.....	"	517		7 25 "	1 02 "	10 13 "	Springfield.....	"		11 40 P.M.		11 53 A.M.
Grimsby.....	"	532		8 05 "			Bloomington.....	"		1 55 A.M.		2 25 P.M.
Hamilton.....	Arrive	546	1 40 "	8 45 "	2 05 "	11 15 P.M.	St. Joseph.....	Leave		11 20 A.M.	6 20 P.M.	
Toronto.....	Arrive	588	9 20 "	10 55 "	4 55 "		Kansas City.....	"		10 30 "	5 25 "	
Dundas.....	Leave	556		9 20 "	2 37 "		Quincy.....	"		10 00 P.M.	5 50 A.M.	8 00 A.M.
Harrisburg.....	Arrive	568		9 55 "			Burlington.....	"		11 45 "	8 15 "	
Guelph.....	Arrive	596		11 45 "			Galesburg.....	"		2 20 A.M.	10 10 "	12 10 P.M.
Paris.....	Leave	578		10 25 "	3 40 "	12 35 A.M.	(Chi., Bur. & Quincy R.R.)					
Woodstock.....	"	585		11 15 "	4 22 "	1 30 "	Chicago.....	Arrive		9 40 A.M.	4 15 P.M.	7 30 P.M.
Ingersoll.....	"	606		11 45 "	4 45 "	1 50 "	St. Paul.....	Leave	4 15 P.M.	7 45 A.M.		
London.....	Arrive	625	4 15 A.M.	12 30 P.M.	5 25 "	2 30 "	Prairie du Chien.....	"	7 40 A.M.	9 00 P.M.		
Wyoming (Oil Wells) Arrive		671	10 35 "	6 40 "			Milwaukee.....	"	10 30 P.M.	6 30 A.M.	1 10 P.M.	4 10 P.M.
Sarnia.....	Arrive	686	11 25 "	7 25 "			Chicago.....		5 00 A.M.	11 00 A.M.	5 15 "	9 00 "
Bothwell.....	Leave	667		2 30 P.M.	7 16 "	4 05 "	(Mich. Cent. R'way.)					
Chatham.....	"	690		3 30 "	8 07 "	4 57 "	Kalamazoo.....	"	10 50 A.M.	3 28 P.M.	10 35 "	2 05 A.M.
Windsor.....	"	735	7 30 "	5 15 "	9 45 "	6 45 "	Jackson.....	"	2 10 P.M.	5 25 "	1 05 A.M.	4 35 "
Detroit.....	Arrive	736		5 30 "	9 55 P.M.	6 50 A.M.	Detroit.....	Arrive	5 40 "	7 35 "	3 45 "	7 30 "
(Mich. Cent. Railway.)							Detroit.....	Leave	6 30 "	8 15 "	4 15 "	8 00 "
Detroit.....	Leave	736	7 30 A.M.	5 45 P.M.	10 10 P.M.	6 50 A.M.	Windsor.....	"	6 45 "	8 35 "	4 30 "	8 30 "
Jackson.....	Arrive	812	9 45 "	9 20 "	1 05 A.M.	10 45 "	Chatham.....	"	8 15 "	9 57 P.M.	6 22 "	10 00 "
Kalamazoo.....	"	880	11 37 "	12 15 A.M.	2 35 "	2 03 P.M.	Bothwell.....	"	9 04 "		7 05 "	10 50 "
Chicago.....	Arrive	1020	4 00 P.M.	6 30 "	9 00 A.M.	8 10 "	Sarnia.....	"	3 10 P.M.			8 00 A.M.
Milwaukee.....	"	1105	8 30 P.M.	12 00 0' N	1 15 P.M.	5 30 A.M.	Wyoming (Oil Wells) "	"	3 55 "			8 43 "
Prairie du Chien.....	"	1299	6 30 A.M.		9 10 P.M.		London.....	"	10 50 "	12 05 A.M.	8 50 "	12 40 P.M.
St. Paul.....	"	1581	7 47 P.M.		11 45 A.M.		Ingersoll.....	"	11 27 "		9 25 "	1 15 "
Chicago	Leave	1020	5 00 P.M.	7 40 A.M.	10 45 A.M.	11 30 P.M.	Woodstock.....	"	11 45 P.M.		9 45 "	1 35 "
(Chi., Bur. & Quincy R.R.)							Paris.....	"	12 30 A.M.		10 30 "	2 15 "
Galesburg.....	Arrive	1148	1 00 A.M.	4 05 P.M.	4 55 P.M.	7 40 A.M.	Guelph.....	"				
Burlington.....	"	1226	3 15 "		6 45 "	10 00 "	Harrisburg.....	"				
Quincy.....	"	1288	5 15 "		9 10 "	12 25 P.M.	Dundas.....	"			11 22 "	3 00 P.M.
Kansas City.....	"	1514	4 15 P.M.		9 30 A.M.	3 50 A.M.	Toronto.....	"			5 30 P.M.	9 35 A.M.
St. Joseph.....	"	1494	5 30 P.M.		8 20 "	2 00 "	Hamilton.....	"			1 40 A.M.	2 40 A.M.
(Chicago and Alton R'way)							Grimsby.....	"			2 40 A.M.	11 50 "
Bloomington.....	Arrive	1146	12 45 A.M.		3 45 P.M.	4 10 A.M.	St. Catharine's.....	"		2 50 "		1 02 P.M.
Springfield.....	"	1205	3 25 "		6 25 "	6 25 "	Suspension Bridge.....	"		3 15 "	3 55 "	1 25 "
St. Louis.....	"	1300	8 30 "		11 15 "	10 45 "	Niagara Falls.....	Arrive		3 20 A.M.	4 00 "	1 30 "
Omaha	"	1511	9 50 P.M.		9 30 A.M.		Buffalo	"				
Sacramento.....	"	3285			1 10 P.M.		Rochester.....	Arrive	7 05 "	7 05 A.M.	5 05 P.M.	8 50 P.M.
San Francisco.....	"	3400			7 30 "		Syracuse.....	"	9 35 "	9 35 "	8 00 "	12 05 A.M.
(Detroit and Mil. R'way)							Rome.....	"			9 40 "	1 40 "
Detroit.....	Leave	736	8 40 A.M.	10 40 P.M.	10 40 P.M.	8 40 A.M.	Utica.....	"		11 10 "	11 10 A.M.	10 03 "
Holly.....	Arrive	783	10 45 "	1 10 A.M.	1 10 A.M.	10 45 "	Schenectady.....	"				1 05 A.M.
Flint.....	"	800	11 25 "		11 25 "		Troy.....	Arrive				
East Saginaw.....	"	834	12 50 P.M.		12 50 P.M.		Albany.....	"	2 00 P.M.	2 03 P.M.	1 50 A.M.	5 40 A.M.
Owosso.....	"		1 20 "	2 40 A.M.	2 40 A.M.	1 20 P.M.	New York.....	"	6 25 P.M.	6 25 P.M.	6 40 A.M.	11 00 A.M.
Grand Rapids.....	"	893	5 10 "	6 40 "	6 40 "	5 10 P.M.	Springfield.....	"	7 40 P.M.	7 40 "	6 40 A.M.	11 30 A.M.
Grand Haven.....	"	903	6 40 "	8 25 A.M.	8 25 A.M.	6 40 "	Worcester.....	"	10 20 "	10 20 "	9 25 "	1 48 P.M.
(Steamers.)							Boston	Arrive	11 50 P.M.	11 50 P.M.	11 00 A.M.	3 30 P.M.
Milwaukee	Arrive	988	5 00 A.M.			5 00 A.M.						

NOTES ON WESTWARD BOUND TRAINS.
5 00 A.M. Train from Boston and 10 30 A.M. Train from New York runs daily over Great Western Railway, (including Sundays) Monday morning excepted, with Wagner's Drawing-room Cars attached from New York and Albany to Rochester, connecting with Pullman's Sleeping Cars from Rochester to Windsor, without change.
8 30 A.M. Train from Boston and 11 00 A.M. Train from New York runs daily over Great Western Railway, excepting Sundays. Drawing-room Cars attached from New York and Boston to Albany, and Sleeping cars from Albany to Suspension Bridge, and from Detroit to Chicago.
3 00 P.M. Train from Boston and 8 00 P.M. Train from New York runs daily, Sundays included, with Drawing-room and Sleeping Cars attached from New York to Rochester and Chicago without change. At Rochester additional Drawing-room and Hotel Cars are also attached for Detroit and Chicago without change.
9 00 P.M. Train from Boston and 11 00 P.M. Train from New York runs daily over Great Western Railway except Saturdays

and Sundays. Sleeping Cars attached from Boston and New York to Albany, connecting with Drawing-room Car from Albany to Suspension Bridge, and with Pullman's Palace Sleeping Cars from Rochester to Windsor without change.
NOTES ON EASTWARD BOUND TRAINS.
11 00 A.M. Train from Chicago runs daily over Great Western Railway, Sundays excepted, with Pullman's Palace Sleeping Cars attached from Windsor to Rochester, and connects at Rochester with Wagner's superb Drawing Room Cars for Albany and New York, without change.
5 15 P.M. Train from Chicago runs daily, including Sundays, with Pullman's Sleeping Cars from Chicago to London, and Drawing Room and Hotel Cars from Chicago to Rochester, Albany and New York, without change. Connects at Rochester with Sleeping Cars for Springfield, daily, except Sundays.
9 00 P.M. Train from Chicago runs daily over Great Western Railway, Sundays excepted, with Palace Sleeping Cars attached from Chicago to Detroit and from Suspension Bridge to Albany.

GREAT WESTERN RAILWAY OF CANADA.

LOCAL TIME-TABLE.

May, 1870.

WM. K. MUIR, Gen. Supt., JOSEPH PRICE, Treasurer, JOSEPH METCALF, Auditor,

Hamilton, Ont. " " " "

W. WALLACE, Asst. Traf. Supt., London, Ont. J. CRAMPTON, Gen. Fr'ght Ag't, Detroit, Mich. Gen. Agent,

GEO. E. JARVIS, Agent, No. 349 Broadway, New York.

Table with columns: STATIONS, MIs, Exs., Exs., Exs., Exs., Acc. and rows for COING WEST—Niagara Falls to Detroit. Includes branches like Toronto, Guelph, and Sarnia.

Table with columns: STATIONS, MIs, Exs., Mix Exs., Exs., Exs., Exs. and rows for COING EAST—Detroit to Niagara Falls. Includes branches like Sarnia, Guelph, and Toronto.

1. Petrolia Branch.—Trains leave Petrolia for Petrolia Junction and Wyoming at 8 00 a.m., 3 10 and 5 50 p.m.; returning, leave Wyoming for Petrolia at 10 45 a.m., 4 00 and 6 50 p.m. (Distance, Petrolia to Wyoming, 3 1/2 miles.)

2. Erie and Niagara Line.—A train leaves Buffalo, Dock foot of Main street, for Fort Erie, Black Creek, Chippewa, the Falls, Clifton House, Suspension Bridge, Queenston, Niagara and Toronto (via Steamer "City of Toronto") 7 30 a.m., arriving at Suspension Bridge 9 15 a.m.; at Toronto 2 00 p.m. Leaves Toronto at 7 00 a.m., arriving at Suspension Bridge 11 05 a.m., and at Buffalo at 12 50 p.m.

Trains leave Buffalo for Suspension Bridge, and intermediate stations, 7 30 a.m. and 2 45 p.m., arriving at Suspension Bridge 9 15 a.m. and 4 30 p.m. Leave Suspension Bridge for Buffalo 6 55 and 11 05 a.m., arriving at Buffalo 8 25 a.m. and 12 50 p.m.

1 With New York Central, Niagara Falls, Canadaigua and Elmira, and Erie Railways.

2 With Welland Railway, for Port Dalhousie, Welland, Port Colborne, &c.

3 With Branch to Toronto and intermediate Stations.

4 With trains on Grand Trunk Railway, for Montreal, Quebec, Portland, &c.; and with Royal Mail Steamers for points on Lake Ontario and River St. Lawrence.

5 With branch line to Guelph and int. Stations.

6 With Stages to Berlin, Waterloo, Bridgeport, Woolwich, &c.

7 With Stages to Elora, Fergus, Arthur, Mount Forest, Durham, and Owen Sound.

8 With Buffalo and Goderich Division of Grand Trunk Railway. Also with Stages to Burford, Scotland, and Simcoe.

9 Daily Stages to Burgessville and Norwichville.

10 With London and Port Stanley Railway; also with Branch to Wyoming, Petrolia Junction and Sarnia.

11 With Steamers on Lake Huron.

12 With Ferry to Detroit.

13 With Michigan Central, Detroit and Milwaukee, and Lake Shore and Michigan Southern Railway, forming the direct, reliable and popular route to Chicago, Milwaukee, Toledo, Cincinnati, Saginaw, Prairie du Chien, Rock Island, Burlington, Quincy, St. Louis, St. Joseph, Kansas City, Omaha, and all large Western cities.

16 MAINE CENTRAL RAILWAY.

R. B. DUNN, Pres., Waterville, Me. J. NYE, Treasurer. E. NOYES, Gen. Supt. and Purchasing Agent. F. E. BOOTHBY, Gen. Ticket Agent. G. S. FLOOD, Gen. Freight Agent. General Offices—Waterville, Me.

Trains Leave. May, 1870. Trains Arrive. STATIONS. Connections. Includes stations like Portland, Danville Junction, Auburn, Lewiston, Greene, Leeds, Monmouth, Winthrop, Readfield, Belgrade, North Belgrade, West Waterville, Waterville, Kendall's Mills, Clinton, Burnham, Pitsfield, Detroit, Newport, East Newport, Etna, Carmel, Hermon Pond, Bangor.

Newport and Dexter Railway.—Trains leave Newport for Corinna (7 miles) and Dexter (14 miles) at 8 30 a.m. and 6 17 p.m. Leave Dexter for Newport at 7 30 a.m. and 2 00 p.m. Connections made at Dexter with Stages to Moosehead Lake.

17 PORTLAND AND OXFORD CENTRAL RAILWAY.

F. B. SMITH, President. D. A. VAN VALKENBURGH, Superintendent, Buckfield, Me. Mail train leaves Canton for Hartford, Sumner, Buckfield, Hebron, Minot and Mechanic Falls, 8 20 a.m., arriving at Mechanic Falls 11 30 a.m.; returning, leaves Mechanic Falls 3 45 p.m., arriving at Canton 6 10 p.m. These trains stop at all stations.

18 EUROPEAN AND NORTH AMERICAN RAILWAY.

MAINE DIVISION. May, 1870. G. K. JEWETT, President. M. H. ANGELL, General Ticket Agent, Bangor, Me. J. M. LUNT, Superintendent.

Table with columns: Mail, Mix, Acc, Mix, Mls, STATIONS, Mls, Mail, Mix, Mix, Acc. Includes stations like Bangor, Veazie, Basin Mills, Eight-Mile Siding, Orono, Webster, Greatworks, Oldtown, Milford, Costigan, Greenbush, Olamou, Passadumkeag, Enfield, Lincoln, Winn, Mattawamkeag.

NEW BRUNSWICK DIVISION.

Table with columns: Mix, Mix, Mls, STATIONS, Mls, Mix, Mix. Includes stations like St. Croix, McAdam Junction, Magaguadavic, Harvey, Cork, Oromocto, Fr'ton Junction, Fredericton, Waasis, Three Tree Creek, Fr'ton Junction, Fr'ton Junction, Bissville, Ballyshannon, Enniskillen, Clarendon, Welsford, Westfield, Grand Bay, Lancaster, St. John.

19 PORTLAND AND KENNEBEC RAILROAD.

R. D. RICH, President. W. HATCH, Superintendent. J. S. CUSHING, Treasurer. J. W. CLAFF, Gen. Ticket Agent, Augusta, Me.

Table with columns: Pas, Pas, Mls, STATIONS, Mls, Pas, Pas. Includes stations like Portland, Woodfords, Westbrook, Cumberland, Yarmouth, Freeport, Oakhill, Brunswick, Topsham, Bowdoinham, Harvard's Road, Richmond, Dresden, South Gardiner, Gardiner, Hallowell, Augusta, Seven Mile Brook, Vassalboro, Winslow, Waterville, Kendall's Mills, Somerset Mills, Pishon's Ferry, Skowhegan.

Bath and Brunswick Trains.—Leave Bath for Brunswick at 6 45, 8 20 a.m., 12 30, 1 35, 6 00 p.m. Returning, leave Brunswick at 7 20, 9 40 a.m., 12 55, 2 10, 6 35 p.m. Distance, 9 miles. Fare, 35 cents.

Augusta and Gardiner train leaves Augusta for Hallowell and Gardiner at 7 30, 11 50, 2 15, 6 00. Returning, leaves Gardiner, 6 30, 8 15, 1 15, 5 00. Fare, 25 cents.

20 ANDROSCOGGIN RAILWAY.

OLIVER MOSES, Pres't, Bath, Me. ARTHUR BROWN, Superintendent. J. A. LINSKOTT, Treasurer, Farmington, Me.

Table with columns: Acc, Pas, Mls, STATIONS, Mls, Pas, Acc. Includes stations like Brunswick, Lisbon Falls, Lisbon, Crowley's, Lewiston, Lewiston, Crowley's, Sabbatsville, Lee'd's Crossing, Curtis Corner, Leeds Centre, North Leeds, Strickland's Ferry, East Livermore, Livermore Falls, Jay Bridge, North Jay, Wilton, East Wilton, Farmington.

21 PORTLAND AND ROCHESTER RAILROAD.

N. L. WOODBURY, President. G. L. MELLEN, Gen. Ticket Ag't, Portland, Me. GEO. W. WOODBURY, Sup't.

Table with columns: Acc, Acc, Acc, Mls, STATIONS, Frs, Acc, Acc. Includes stations like Portland, Woodford's, Morrill's, Cumberlandd Mills, Saccarappa, Gorham, Buxton Centre, Saco River, Hollis Centre, Centre Waterboro, South Waterboro, Alfred.

1 Connects at Portland with railroads diverging. 2 At Gorham with Grand Trunk Railway.

22 MANCHESTER AND LAWRENCE RAILWAY.

ASA. FOWLER, President. | J. R. KENDRICK, Gen. Supt., Concord

Trains Leave.			Trains Arrive.		
Pas	Pas	Mls	Mls	Pas	Pas
P. M.	A. M.			P. M.	P. M.
5 00	12 00	7 30	9	8 40	1 15
6 08	1 05	8 30	26	7 30	12 15
6 13	1 10	8 35	28	7 24	12 05
6 16	1 13	8 38	30	7 20	12 02
6 27	1 24	8 49	33	7 00	11 52
6 40	1 37	9 03	38	6 56	11 40
6 52	1 47	9 13	41	6 47	11 32
6 57	1 55	9 21	44	6 37	11 22
7 05	2 01	9 26	46	6 32	11 15
7 20	2 16	9 40	52	6 18	11 00
P. M.	P. M.	A. M.		A. M.	A. M.
ARRIVE			LEAVE		

¹ With Concord Railway. ² With Railways diverging from
¹ With R. W. diverg f m Lawrence. ² With R. W. diverg f m Lawrence. Manchester.

23 CONCORD AND PORTSMOUTH RAILWAY.

STEPHEN KENDRICK, President. | J. R. KENDRICK, Superintendent.
General Offices, Concord, N. H.

Leave.			Arrive.		
Pas	Pas	Mls	Mls	Pas	Pas
P. M.	A. M.			A. M.	P. M.
4 40	8 00	0	59	10 12	6 05
4 50	8 10	4	55	10 02	5 55
4 58	8 27	10	49	9 45	5 38
5 55	8 44	17	42	9 16	5 14
6 15	9 00	23	36	9 05	5 02
6 33	9 15	29	30	8 45	4 48
6 44	9 25	33	26	8 34	4 38
6 55	9 35	36	23	8 25	4 30
7 05	9 46	arr	18	8 15	4 20
7 23	9 55	arr	17	8 13	4 12
7 56	10 01	51	7	7 45	4 05
8 15	10 30	59	0	7 30	3 30
P. M.	A. M.			A. M.	P. M.
ARRIVE			LEAVE		

CONNECTIONS.
¹ Junction of Eastern and Portsmouth, and Saco and Portsmouth Railways.
² Crossing of Boston and Maine Railway.
³ Con. Boston, Concord and Mont. Railway.

24 CONCORD AND CLAREMONT, AND CONTOCOOK RIVER RAILWAYS.

ONSLow STEARNS, President, Concord, N. H. | GEORGE E. TODD, Superintendent, Gen. Ticket Agt.
GEORGE A. KETTELL, Treasurer, Boston. | E. L. WHITFORD, General Freight Agent, Concord, N. H.

Trains Leave.			Trains Arrive.		
Pas	Pas	Mls	Mls	Pas	Pas
P. M.	A. M.			A. M.	P. M.
3 10	11 05	0	65	10 05	5 30
3 22	11 20	3	15	9 54	4 50
3 34	11 38	7	30	9 42	4 25
3 48	11 55	11	45	9 30	4 00
3 58	12 18	14	65	9 19	3 05
4 13	12 45	18	85	9 06	2 25
4 18	12 55	19	95	9 01	2 20
4 35	1 20	26	1 20	8 45	1 50
3 56	P. M.	14	60	9 21	P. M.
4 10	19	19	80	9 10	
4 16	21	21	95	9 02	
4 24	23	23	1 05	8 56	
4 30	25	25	1 15	8 50	
4 35	27	27	1 25	8 45	
P. M.				A. M.	
ARRIVE			LEAVE		

(¹) N. B.—Stages leave Hillsboro Bridge for Antrim, Bennington, and East Washington, daily. For Keene, Tuesday, Thursday & Saturday.

25 PORTSMOUTH, GREAT FALLS & CONWAY R'WAY.

A. A. PERKINS, Gen. Supt. | N. W. WELLS, Ticket Agent.
General Offices—Great Falls, N. H.

Trains Leave.			Trains Arrive.		
Pas	Pas	Mls	Mls	Pas	Pas
P. M.	A. M.			A. M.	P. M.
3 00	7 30	0	83	10 45	8 00
5 30	10 00	0	37	8 25	5 25
5 58	10 28	0	20	7 52	4 58
6 05	10 35	2	24	7 48	4 48
6 10	10 38	8	23	7 45	4 45
6 20	11 00	6	20	7 35	4 30
6 38	11 18	12	14	7 15	4 15
6 52	11 32	17	9	6 58	3 58
6 55	11 35	18	8	6 55	3 55
7 02	11 42	20	6	6 48	3 48
7 20	12 00	26	0	6 30	3 30
P. M.	P. M.			A. M.	P. M.
ARRIVE			LEAVE		

¹ Railwys diverging from Boston
² Railwys diverging from Portsmouth.
³ With Boston & Maine Railway

26 PORTLAND, SACO AND PORTSMOUTH RAILWAY.

I. GOODWIN, President, | FRANCIS CHASE, Supt., Portsmouth.
Portsmouth, N. H. | E. NOTT, Treas., Portland, Me.

Trains Leave.			Trains Arrive.		
Exs.	Pas.	Pas.	Mls	Mls	Pas.
P. M.	P. M.	A. M.			P. M.
6 00	2 55	8 40	6 15	0	12 30
6 11	3 18	9 03	6 28	6	12 10
6 27	3 37	9 22	6 44	13	11 50
6 33	3 44	9 30	6 49	15	11 43
6 50	4 05	9 53	7 10	23	11 25
7 12	4 34	10 20	7 34	30	11 05
7 20	4 48	10 35	7 45	38	10 42
7 27	4 58	10 43	7 53	41	10 28
7 47	5 20	11 05	8 15	50	10 00
7 52	5 25	11 10	8 20	52	10 00
P. M.	P. M.	A. M.			A. M.
ARRIVE			LEAVE		

N. B.—An extra accommodation train leaves Biddeford for Portland 7 30 a.m., arriving at Portland 8 12 a.m.; returning, leaves Portland 5 20 p.m., arriving at Biddeford 6 04 p.m.
The train leaving Portland 6 00 p.m. and train arriving at Portland 9 50 p.m., will run only to and from S. Berwick Junction on Monday, Wednesday and Friday.

CONNECTIONS.

¹ With railroads diverging from Portland.
² With Boston and Maine R. R.
³ With Portsmouth, Great Falls and Conway R. R.
⁴ With Eastern R. R. of Mass.

27 BOSTON, CONCORD AND MONTREAL, AND WHITE MOUNTAINS, NEW HAMPSHIRE RAILWAYS.

J. E. LYON, President, Boston. | LYON & VOSE, Purch. Agts, Boston
JOS. A. DODGE, Supt., Plymouth, | R. ADAMS, Master of Machinery.
J. L. ROGERS, Gen. Tkt. Agt., " | Lake Village, N. H.
C. M. WHITTIER, Cashier, " | M. R. ELKINS, Mast. Car Reprs., "

Trains Leave.			Trains Arrive.		
Acc	Pas	Mail	Mls	Mail	Pas
P. M.	P. M.	A. M.			P. M.
8 30	3 25	10 31	0	113	3 25
8 37	3 31	10 37	2	111	3 19
8 57	3 49	10 56	5	108	3 00
9 11	4 05	11 05	10	103	2 51
9 25	4 18	11 18	13	100	2 38
9 35	4 27	11 27	18	95	2 29
9 48	4 41	11 41	22	91	2 15
9 53	4 46	11 46	27	86	2 10
10 05	5 00	12 00	33	84	1 56
10 17	5 15	12 15	37	80	1 49
10 40	5 40	12 40	45	76	1 37
10 55	5 55	12 55	51	72	1 30
1 41	59	1 20	51	62	1 22
1 50	62	1 50	54	54	1 20
2 03	67	2 03	51	46	1 18
2 14	71	2 14	42	42	1 17
2 44	79	2 44	34	34	1 09
2 58	84	2 58	29	29	1 04
3 09	89	3 09	24	24	1 03
3 25	93	3 25	20	20	1 01
3 32	93	3 32	16	16	1 00
3 40	93	3 40	12	12	1 00
3 45	93	3 45	9	9	1 00
4 00	98	4 00	6	6	1 00
4 17	103	4 17	3	3	1 00
4 33	108	4 33	0	0	1 00
4 48	113	4 48	0	0	1 00
P. M.	P. M.	P. M.			A. M.
ARRIVE			LEAVE		

¹ Connects with Railways diverging from Concord.
² Connects with Connecticut and Passumpsic Rivers Railway.

Stages leave Sanbornton for New Hampton and Gilmanton; Meredith Village for Conway; Plymouth for Franconia; Littleton for Lancaster and White and Franconia Mountains, and other places, on the arrival of the first train from Boston.

28 WHITEHALL AND PLATTSBURGH RAILROAD.

GEO. A. MERRILL, Gen. Supt. | W. H. BRYANT, Gen. Ticket Agent,
Rutland, Vt.

Trains Leave.			Trains Arrive.		
Mix.	Mail	Mls	Mls	Mail	Mix.
P. M.	A. M.				P. M.
2 00	8 00	0	20	5 00	11 30
2 34	8 14	5	15	4 45	11 07
2 36	8 23	8	12	4 36	10 54
2 45	8 29	10	9	4 31	10 46
3 04	8 42	14	6	4 18	10 27
3 16	8 51	17	3	4 09	10 13
3 30	9 00	20	0	4 00	10 00
P. M.	A. M.			P. M.	A. M.
ARRIVE			LEAVE		

CONNECTIONS.

¹ At Plattsburgh with Montreal and Plattsburgh Railroad for Montreal and Ogdensburg.
² At Peru with stages for Keeseville.
³ At Ausable River with stages for Saranac, St. Regis Lakes and Adirondack Woods.

The steamer "Lady of the Lake", during the season of navigation, leaves Weirs for Centre Harbour, Waterloo, &c., on arrival of each train.

VERMONT CENTRAL RAILWAY.

L. BRAINERD, J. G. SMITH, J. CLARK, G. MERRILL, Gen. Superintendents. Trustees and Managers. Asst. Superintendent. M. G. ELLIOT, Gen. Ticket Agent. J. M. FOSS, Master Mechanic. MILTON SESSIONS, Mas. Car Builder. General Offices, St. Albans, Vt.

Table with columns: Trains Leave (Pas, Mail, Exs., Mls) and Trains Arrive (Mls, Mail, Exs., Pas). Stations include Bellows Falls, Claremont, Windsor, Hartland, North Hartland, White River Junction, West Hartford, Sharon, Royalton, Randolph, Braintree, Roxbury, Northfield, Montpelier Junction, Montpelier, Waterbury, Bolton, Richmond, Essex Junction, Winooski, Burlington, Winooski, Essex Junction, Colchester, Milton, St. Albans, Swanton, Alburgh Springs, Alburgh, Rouse's Point, St. Albans, East Swanton, St. Armand, St. Johns, and Montreal.

30 STANSTEAD, SHEFFORD AND CHAMBLAY RAILWAY.

Trains leave St. Johns for Soixante, St. Brigid, West Farnham, St. George, Granby, Holland's, West Shefford and Waterloo, 5:05 p.m., arriving at Waterloo 7:05 p.m. Returning, leave Waterloo for St. Johns and intermediate stations 5:50 a.m., arriving at St. Johns 7:40 a.m.

- 1 Connects with Cheshire Railway for Fitchburg and way stations.
2 Connects with Rutland and Burlington Railway.
3 Junc. Conn. & Passump. Rivers R'way and Northern (N. H.) R'way.
4 Branch to Burlington, above.
5 Steamers to Whitehall, Ticonderoga, &c., during season of navigation.
6 Junction of Rutland and Burlington Railway.
7 Connects with Montreal and Champlain Railway.
8 Connects with Ogdensburg and Lake Champlain Railway for Potsdam, Ogdensburg and the West, via Grand Trunk Railway.
9 Connects with Grand Trunk Railway for all points East and West.

31 CONNECTICUT AND PASSUMPSIC RIVERS RAILWAY.

HENRY KEYES, Pres., Newbury, Vt. N. P. LOVERING, Jr., N. P. LOVERING, Treasurer. Gen. Ticket Agent. E. RAYMOND, Auditor, Boston. H. P. ALDEN, Gen. Freight Agent, Lyndonville, Vt. A. H. PERRY, Superintendent.

Table with columns: Leave (Mail, Mls) and Arrive (Mls, Mail). Stations include North Derby, Newport, Coventry, Barton Landing, Barton, South Barton, West Burke, Lyndonville, St. Johnsburg Cen., St. Johnsburg, Passumpsic, Barnet, McIndoes, Wells River, Newbury, South Newbury, Bradford, Fairlee, North Thetford, Thetford, Pompanoosuc, Norwich, and White Riv. Jun. Includes CONNECTIONS section with details for White Mountains, Bos'n, Con'd and Montreal, Northern (N. H.), and Vermont Central and Canada Railways.

The Standard of Time for this road will be the clock in the Passenger Depot at Lyndon.

32 VERMONT AND MASSACHUSETTS AND TROY AND GREENFIELD RAILWAYS.

D. S. RICHARDSON, President. B. N. BULLOCK, Chief Clerk. T. N. POOR, Treasurer. Boston, Mass. Z. F. YOUNG, Gen. Freight Agent. W. T. KENNEY, Master Mechanic. O. T. RUGGLES, Gen. Superintendent and Purchasing Agent. JACOB MARSH, Master Car Builder, Fitchburg, Mass.

Table with columns: Trains Leave (Pas, Pas, Pas, Mls) and Trains Arrive (Mls, Pas, Pas, Pas). Stations include Boston, Fitchburg, Westminister, Ashburnham, Gardner, Baldwinville, Royalston, Athol, Orange, Wendell, Erving, Grou's Corner, Montague, Greenfield, Shelburn Falls, Charlemont, Zoar, and Hoosac Tunnel.

GROUT'S CORNER TO BRATTLEBORO.

Table with columns: Sat. Pas, Pas, Pas, Mls and STATIONS. Stations include Grou's Corner, Northfield Farms, Northfield, South Vernon, Vernon, and Brattleboro.

South Vernon to Brattleboro.—Extra trains leave South Vernon for Vernon and Brattleboro at 10:20 a.m., 3:57 and 8:50 p.m. Returning, leave Brattleboro for Vernon and South Vernon, at 4:27 and 8:50 a.m. and 3:35 p.m.

- 1 Connects with Railways diverging from Fitchburg.
2 With Cheshire Railway.
3 With Conn. River Railway.
4 With Ashuelot & Conn. Riv. R'y.
5 With Vermont Valley Railways.

33 BENNINGTON AND RUTLAND RAILWAY.

OLIVER CHARLICK, President. F. C. WHITE, Master of Transp'n. New York. D. W. CRAIG, Cashier and Paymast. W. SNYDER, Gen. Manager and Superintendent. J. R. FAULKNER, Gen. Freight and Passenger Agent. General Offices, Rutland, Vt.

Table with columns: Trains Leave (Mix, Mail, Mix, Mls) and Trains Arrive (Mls, Mix, Mix, Mail). Stations include Rutland, Clarendon, Wallingford, South Wallingford, Danby, North Dorset, East Dorset, Manchester, Sunderland, Arlington, Shaftsbury, South Shaftsbury, North Bennington, Bennington, East Hoosick, Hoosick Corners, Petersburg Junction, North Petersburg, Petersburg, Berlin, Center Berlin, North Stephentown, Stephentown, Lebanon Springs, New Lebanon, West Lebanon, Brainard's, Rider's Mills, Chatham, and Chatham 4 Cor's.

N.B.—Trains leave North Bennington for State Line at 7:30 a.m. and 6:20 p.m. Leave State Line for North Bennington at 7:40 a.m. and 6:35 p.m.

- 1 Connects with Rensselaer and Saratoga Railway.
2 Connects with Rutland and Burlington Railway.
3 Connects with Hudson & Boston Railway and Bos. & Alb. R'way.
4 Connects with New York and Harlem Railway.

* Saturday only.

RENSELAEER AND SARATOGA RAILWAY.

COMPRISING RENSELAEER AND SARATOGA, ALBANY NORTHERN, SARATOGA AND SCHENECTADY, SARATOGA & WHITEHALL, AND RUTLAND AND WASHINGTON RAILROADS.

G. H. CRAMER, President, Troy, N. Y. O. N. CRANDALL, General Ticket Agent, Troy, N. Y. W. B. GAGE, Master Mechanic, Troy, N. Y.
H. C. LOCKWOOD, Treasurer, " " FREDERICK KEGLER, Master Car Builder, Salem, N. Y.
I. V. BAKER, General Supt., " " H. S. MARCY, Gen. Freight Agent, " "

Schedule in effect May 2, 1870.

Trains going North and East. Trains going South and West. CONNECTIONS.
Lve. Albany 1. Schenectady. Troy 2. Green Island. Waterford. Albany Junction. Mechanicville. Ballston 3. Saratoga. Gansevoort. Moreau. Fort Edward 4. Dunham's Basin. Smith's Basin. Fort Ann. Comstock's Junction. Lake Cham. 5. Fairhaven. Hydeville. Eagle Bridge 6. Cambridge. Shushan. Salem. Rupert. Pawlet. Granville. Middle Granville. Poutney. Castleton. West Rutland. Center Rutland. Arr. Rutland 7.

SCHENECTADY DIVISION.
P. M. A. M. STATIONS. Frs. A. M. P. M.
4 00 7 30 lv. Schenectady ar.
4 20 7 50 Half-Way-House
4 45 8 15 Young's Crossing
Ballston
Saratoga

ALBANY DIVISION.
P. M. P. M. A. M. A. M. Mls STATIONS. Frs. A. M. A. M. P. M. P. M.
4 30 1 30 8 25 7 10 lv. Albany ar.
Cemetery
West Troy
Cohoes
Waterford
Junction

Glens Falls Branch.—Trains leave Glens Falls for Fort Edward at 6 45 a. m., 1 00 and 4 45 p. m., arriving at Fort Edward 7 15 a. m., 1 30 and 5 15 p. m. Leave Fort Edward for Glens Falls 7 30 and 10 00 a. m., 7 10 p. m., arriving at Glens Falls 8 00 and 10 30 a. m., 7 40 p. m.

35 RUTLAND, VERMONT VALLEY & MONTREAL & PLATTSBURG RAILWAYS.

Geo. A. MERRILL, General Superintendent. Wm. H. BRYANT, General Ticket Agent, Rutland, Vt.

Trains Leave. May 2, 1870. Trains Arrive.
Mix Mix Mix Exs. Exs. Mail Mls STATIONS. Mls Mail Exs. Exs. Mix Mix Mix
A. M. A. M. P. M. P. M. P. M. A. M. P. M. A. M. P. M. P. M. P. M.
4 40 9 15 10 45 0 Brattleboro 1
5 02 9 25 10 50 5 Dummerston
4 52 9 35 11 05 9 Putney
5 09 9 47 11 13 12 East Putney
5 39 10 00 11 30 20 Westminster
5 40 10 10 11 40 24 arr Bellows Falls lve
5 45 10 20 11 45 24 lve Falls arr
6 19 10 45 12 00 34 Bartonsville
6 35 10 55 12 19 38 Chester
6 52 11 06 12 30 42 Gassetts
7 09 11 19 12 41 47 Cavendish
7 15 11 23 12 45 48 Proctorsville
7 39 11 32 12 55 51 Ludlow
7 55 11 46 1 09 57 Healdiville
8 04 11 58 1 22 61 Summit
8 14 12 04 1 30 64 Mount Holly
8 25 12 13 1 40 67 East Wallingford
8 37 12 23 1 51 70 Cuttingville
9 00 12 40 2 10 77 Clarendon
1 30 5 30 2 20 77 arr Rutland 2 lve
1 44 5 44 2 34 83 lve Sutherland Falls
1 53 5 53 2 41 87 Pittsford
2 06 6 07 2 56 94 Brandon
2 19 6 19 3 09 100 Whiting
2 29 6 30 3 19 104 Salisbury
2 43 6 44 3 34 111 Middlebury
3 01 7 01 3 51 114 New Haven
3 12 7 13 4 04 124 Vergennes
3 17 7 17 4 07 126 Ferrisburg
3 25 7 25 4 15 129 North Ferrisburg
3 34 7 34 4 25 133 Charlotte
3 45 7 45 4 36 139 Shelburne
4 00 8 00 4 50 145 Burlington 3

35 1/2 MONTREAL AND PLATTSBURG DIVISION.

Geo. A. MERRILL, General Supt. Wm. H. BRYANT, Gen. Ticket Agent.
Trains Leave. May 2, 1870. Trains Arrive.
P. M. P. M. A. M. STATIONS. Mls Mail Mix Exs.
6 50 1 30 6 00 0 Plattsburg 1
7 18 2 18 6 43 14 West Chazy
7 37 2 48 6 58 15 Scioa
7 54 3 05 7 15 21 Mooer's Village
8 00 3 10 7 15 21 Province Line
8 10 3 20 7 40 43 6 16 Montreal 1
10 10 9 15 6 00 63 ARRIVE

1 Connects with Lake Champlain steamers in season of navigation.
2 Connects with stages for Peru, Saranac, etc.
3 Connects with Ogdensburg and Lake Champlain Railway.
4 Connects with Montreal and Champlain Railway.

FITCHBURG RAILWAY.

WILLIAM B. STEARNS, President, C. L. HEYWOOD, General Superintendent

H. F. WHITCOMB, Gen. Ticket Agent, J. ADAMS, Purchasing Agent, Boston, Mass. General Offices—Boston, Mass.

G. A. COOLIDGE, Master Mechanic, E. VARNEY, Master Car Shops, Chast'n., Mass.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes times and station names like Boston, Cambridge, Belmont, Waverly, Waltham, Stony Brook, Weston, Lincoln, Concord, South Acton, West Acton, Littleton, Groton Junct., Shirley, Lunenburg, Leominster, Fitchburg.

1 Watertown Branch.—Trains leave Boston for Waltham and intermediate stations, via Mount Auburn and Watertown, at 6 00 and 8 40 a.m., 12 00 noon, 2 45, 5 00, 6 35, 7 30 and 11 15 p.m.

2 Marlboro' Branch.—Leave Boston for South Acton and Marlboro' at 6 20, 7 30 a.m., 2 35, 4 00 and 5 30 p.m. Leave Marlboro' at 6 50 a.m., 12 30 and 5 15 p.m. Distance, 38 miles. Fare, \$1.00.

3 Peterboro' and Shirley Branch.—Leave Boston for Groton Junction and Mason Village 6 30 and 7 30 a.m., 4 00 p.m., arrive at Mason Village at 9 50 a.m. and 7 10 p.m. Leave Mason Village at 6 15 and 11 30 a.m., arriving at Boston at 9 36 a.m. and 4 30 p.m. Fare from Boston \$1.85. Distance from Boston to Mason Village, 58 miles.

Connections are made: 1 At Boston with various Railroad and Steamboat lines. 2 At South Acton with Marlboro' Branch. 3 At Groton Junction with Peterboro' and Shirley Branch; Worcester and Nashua, and Stony Brook Railroads. 4 At Fitchburg with Vermont and Massachusetts, Cheshire, and Fitchburg and Worcester Railroads.

37 CHESHIRE RAILWAY.

E. MURDOCK, Pres., Winchendon. C. G. CHANDLER, Gen. Freight Agt. F. H. KINGSBURY, Cashier. F. A. PERRY, Master Mechanic. R. STEWART, Gen. Superintendent. A. O. HOWARD, Master Car Builder, Keene, N. H. GEO. A. BROWN, Gen. Ticket. Agt.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes times and station names like Boston, Lowell, Nashua, Groton Junction, Worcester, Fitchburg, West Fitchburg, Westminister, North Ashburnham, South Ashburnham, Winchendon, State Line, Fitzwilliam, Troy, Marlborough, South Keene, Keene, East Westmoreland, Westmoreland, Walpole, Cold River, Bellows Falls.

CONNECTIONS.

1 With Wors'ter and Nashua R.W. 4 Junction of Cheshire & Ashuelot With railways diverging. Railways. 3 With Vermont and Mass. Rail'y. 5 With railways diverging.

38 ASHUELOT RAILWAY.

R. STEWART, General Superintendent, Keene, N. H.

Table with columns for Leave, STATIONS, and Arrive. Includes times and station names like Keene, Swanzey, Westport, Winchester, Ashuelot, Hinsdale, S. Vernon.

CONNECTIONS.

1 Connects with Junction of Cheshire and Ashuelot Railways. 2 " " Connecticut River Railway.

39 OGDENSBURG AND LAKE CHAMPLAIN RAILROAD.

JOHN C. PRATT, Pres., Boston, Mass. A. KLOHS, Asst. Supt., Malone, N. Y. D. W. C. BROWN, General Supt. H. M. STANTON, G.T.A., Ogdensburg.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes times and station names like Ogdensburg, Lisbon, Madrid, Potsdam, Brasher Falls, Lawrence, Moira, Brush's Mills, Bangor, Malone, Chateaugay, Clinton Mills, Brandy Brook, Ellenburgh, Forest, Side Track, Irona, Altona, Wood's Falls, Centreville, Moer's, Perry's Mills, Champlain, Rouse's Point, Boston.

The 1 00 p.m. Mail from Ogdensburg and 5 30 p.m. from Boston run through between Ogdensburg and Boston without change of cars.

1 At Ogdensburg, connects with Grand Trunk Railway for Kingston Toronto, Detroit, Chicago, and all points West and South-west. Also with St. Lawrence and Ottawa Railway for Ottawa; with Rome, Watertown, and Ogdensburg Railway for Watertown, Rome and the West; with Northern Transport Company's Steamers for Cleveland, Toledo, Detroit, Milwaukee, Chicago and intermediate ports, thus offering unequalled facilities for families moving to the Great West. Also Steamers, passing the far-famed Thousand Islands en route to Lake Ontario and Niagara Falls, and the equally noted Rapids, between the cities of Ogdensburg and Montreal. 2 At Potsdam Junction with Rome, Watertown and Ogdensburg Railway for Potsdam, Canton, Watertown and Rome; also with Stages for Massena Springs. 3 At Moer's Junction, with Plattsburg and Montreal and Montreal and N. Y. Railways for Plattsburg & the South, & Montreal, via Lachine. 4 At Rouse's Point, with Vermont Central Railway for Burlington, White River Junction, Concord, Manchester, Lowell, Lawrence, Boston, Portland, St. Johnsbury, Bellows Falls, Fitchburg, Worcester, Springfield, Hartford, and New York; and at Burlington, via Rutland and Burlington Railway, for Rutland, Bellows Falls, Boston, Saratoga Springs, Troy Albany and New York. Also with Steamers on Lake Champlain for Plattsburg, Burlington, Ticonderoga, Lake George, Whitehall, Saratoga, Troy, Albany, and New York; also with Montreal and Champlain Railway for St. John's, and Montreal.

40 BOSTON AND LOWELL, AND NASHUA AND LOWELL RAILWAYS.

INCLUDING WILTON AND STONY BROOK RAILWAYS.

F. B. CROWNSHIELD, President.
GEORGE STARK, Manager.
J. B. WINSLOW, Superintendent of Corporation.

F. H. NOURSE, Local Superintendent
Lawrence and Salem Roads,
Boston, Mass.

B. F. KENDRICK,
General Ticket Agent,
Nashua, Mass.

Trains Leave.										Trains Arrive.										
Pass	Pass	Pass	Pass	Pass	Exs.	Pass	Mis	STATIONS.		Frs.	Pass	Pass	Exs.	Pass	Pass	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6 00	5 00	2 30	12 00	10 00	8 00	7 00	0	Boston		\$ ct.	8 12	8 35	10 35	1 15	3 27	6 35	10 40			
6 18	5 13	2 45	10 17	8 17	7 15	5	5	Medford		15	7 57	8 12	10 12	1 30	3 10	6 10	10 25			
6 25	5 20	2 52	10 23	8 19	7 21	8	8	Winchester		20	7 47	8 02	10 02	1 37	3 17	6 17	10 32			
6 27	5 22	2 54	10 25	8 21	7 23	9	9	East Woburn		25	7 45	8 00	10 00	1 39	3 19	6 19	10 34			
6 29	5 23	2 55	10 26	8 22	7 24	10	10	Woburn Water Station		30	7 38	7 53	9 53	1 46	3 26	6 26	10 36			
6 41	5 33	3 10	10 44	8 39	7 39	15	15	Wilmington		50	7 27	7 42	9 42	1 54	3 34	6 34	10 42			
6 48	5 42	3 21	10 53	8 48	7 48	19	19	Billerica & Tewksbury		60	7 19	7 34	9 34	2 02	3 42	6 42	10 50			
6 54	5 50	3 27	11 00	8 54	7 54	22	22	North Billerica		65	7 12	7 27	9 27	2 09	3 49	6 49	11 00			
7 05	5 59	3 39	12 57	11 10	8 48	8 06	26	arr } Lowell } live } arr }		80	7 00	7 15	9 15	2 15	3 55	6 55	11 10			
6 03	5 03	3 43	1 00	8 50	8 09	26	26	North Chelmsford		90	7 34	7 49	9 49	2 22	4 02	7 02	11 20			
6 12	5 11	3 51	1 08	8 17	29	33	33	Tyngsboro' & Dunst'ble		1 00	7 19	7 34	9 34	2 29	4 09	7 09	11 25			
6 19	5 19	3 58	1 15	8 23	33	39	39	Concord Depot		1 10	7 05	7 20	9 20	2 36	4 16	7 16	11 30			
6 32	5 31	4 11	1 31	8 37	39	45	45	Nashua		1 25	7 00	7 15	9 15	2 42	4 22	7 22	11 35			
6 40	5 39	4 19	1 38	8 45	40	46	46	Merrimack		1 40	6 40	6 55	8 55	2 49	4 29	7 29	11 40			
6 50	5 49	4 29	1 54	9 00	45	51	51	Amherst		1 50	6 35	6 50	8 50	2 54	4 34	7 34	11 45			
7 00	5 59	4 39	2 04	9 09	48	54	54	Milford		1 60	6 25	6 40	8 40	2 59	4 39	7 39	11 50			
7 10	6 09	4 49	2 16	9 18	51	57	57	Wilton		1 70	6 15	6 30	8 30	3 05	4 45	7 45	12 00			
7 23	6 22	5 02	2 30	9 30	55	61	61	ARRIVE												
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

CONNECTIONS.

- At Boston with R'ways diverging.
- Woburn Branch diverges.
- Stoneham Branch diverges.
- Connects with Lowell and Lawrence Railway, for Mace's, Tewksbury, South Lawrence and Lawrence.
- With Salem and Lowell Railway.
- Connects with Stony Brook Rail'y.
- Connects with Concord, N.H., Railway for Manchester, Concord, &c. and at Concord with Northern N. H. R'way, for White River Junction and places on the Vermont Cent'l, and Connecticut and Passumpsic Rivers Railways.
- Connects with Worcester and Nashua R'way, and through it with Norwich and Worcester R'way, for New York by steamers "City of Boston" and "City of New York" from New London.
- Stages leave Wilton on arrival of 7 00 a. m. train from Boston on Tuesdays, Thursdays and Saturdays, for West Wilton, Peterboro', Harrisville, Dublin, Marlboro', Keene, Gr'nfied, Hancock, Stoddard, Marlow, Alstead, Bennington and Antrim. Return Mondays, Wednesdays and Fridays in time to connect with 11 00 a.m. tr'n for Boston. Stages also leave Wilton on Mondays, Wednesdays and Fridays upon arrival of 7 00 a. m. train from Boston, for West Wilton, Peterboro', Harrisville, Nelson and Munsonville. Return Tues., Thurs and Sats. in time for 11 00 a.m. train for Boston.

N.B.—An extra train will leave Boston for West Medford, and stations up to Lowell, at 4 00 p. m., arriving at 5 04 p. m. A Theatre train leaves Boston for Lowell, and intermediate stations, on Wednesday at 11 15 p. m., arriving at Lowell at 12 32 midnight.

1. Woburn Branch.—Extra trains leave Boston for Medford, Winchester and Woburn Centre, stopping at all intermediate stations, 6 45 and 11 30 a. m., 12 15, 3 00, 5 15, 6 10, 6 30, 7 30 and 9 30 p. m. The 9 30 p. m. train will run Monday, Tuesday, Thursday and Friday; on Saturday it will leave at 10 30 p. m.; on Wednesday at 11 15 p. m. Returning, trains leave Woburn Centre for Boston and intermediate stations at 6 00, 7 00, 7 40, 9 00 and 10 25 a. m., 1 15, 5 00, 6 50 and 8 15 p. m. On Wednesday night the 8 21 p. m. train will leave at 10 21 p. m. Distance, 10 miles.

2. Stoneham Branch.—Trains leave Boston for East Woburn and Stoneham 8 00 a. m., 12 15, 3 00, 4 00, 5 15 and 6 30 p. m.; on Wednesday, 11 15 p. m., and on Saturday, 10 30 p. m. Returning, leave Stoneham for Boston 5 49, 7 32, 8 49 and 10 15 a. m., 1 00, 4 49 and 6 39 p. m. Extra train leaves Stoneham for Boston on Wednesday at 10 05 p. m.; on Saturday at 8 05 p. m. Distance, 12 miles. Fare, 50 c.

3. Stony Brook Railway.—Trains leave Lowell for West Chelmsford, Westford, Graniteville, Forge Village and Groton Junction at 7 00 and 11 45 a. m., and 4 45 p. m. Returning, leave Groton Junction for Lowell and intermediate stations at 8 00 a. m., 12 45 and 5 45 p. m. Dist., 17 miles. Fare, 55c.

4. Lowell and Lawrence Railway.—Trains leave Lowell for Lawrence 7 30 and 10 00 a. m., 4 45 and 5 15 p. m. Returning, leave Lawrence 8 30 a. m., 12 45, 4 00 and 7 00 p. m. Distance, 13 miles. Fare, 40c.

5. Salem and Lowell Railway.—Trains leave Lowell for Salem at 7 30 a. m., 12 45 and 5 50 p. m. Returning, leave Salem at 7 00 and 11 25 a. m., and 5 00 p. m. Distance, 24 miles. Fare, 80c.

41 CONCORD RAILWAY OF NEW HAMPSHIRE.

JOSHIA MINOT, President. C. E. TWOMBLY, General Ticket
JAS. R. KENDRICK, Gen. Supt. Master, Concord, N. H.

Trains Leave.										Trains Arrive.										
Exs.	Pass	Exs.	Pass	Mis	STATIONS.		Frs.	Pass	Pass	Mail	Exs.	Pass	Pass	Exs.	Pass	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5 00	2 30	8 00	7 00	0	Boston		\$ ct.	8 35	10 35	6 35	10 30									
6 00	3 35	8 45	8 00	25	Lowell		80	7 40	9 30	5 33	9 36									
6 40	4 10	9 20	8 45	38	Nashua		1 25	6 55	9 00	5 00	9 10									
6 53	4 20	9 00	44	44	Thornton's Ferry		1 35	6 43	8 45	4 46	8 50									
7 03	4 28	9 08	47	47	Reed's Ferry		1 45	6 34	8 26	4 36	8 50									
7 13	4 38	9 18	51	51	Goff's Falls		1 55	6 25	8 25	4 26	9 00									
7 25	4 54	9 55	55	55	Manchester		1 65	6 15	8 15	4 16	8 38									
7 36	5 00	9 43	60	60	Martin's Ferry		1 80	6 02	8 01	4 06	8 38									
7 46	5 10	9 53	64	64	Hooksett		1 95	5 52	7 51	3 50	8 30									
7 56	5 20	10 00	68	68	Suncook		2 00	5 40	7 45	3 40	8 20									
8 15	5 30	10 30	73	73	Concord		2 20	5 30	7 30	3 30	8 00									
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

N. B.—An extra train leaves Boston 12 00 noon, Nashua 1 35 p. m. arriving at Concord 3 02 p. m.; also an extra train leaves Concord 10 15 a. m., arriving at Nashua 11 45 a. m., Boston 1 15 p. m.

Sunday Train leaves Concord for Boston 6 15 a. m., arriving there 7 45 a. m.; leaves Boston for Concord 1 00 p. m., arr. at Concord 4 20 p. m.

- Connected with Worcester and Nashua Railway.
- With Manchester & N. Ware R. W. Railway.
- With Boston and Lowell, and Nashua and Lowell Railways.
- With Manchester and Lawrence Railway.
- With Railways diverging.

42 MANCHESTER AND NORTH WEARE RAILWAY.

JAMES R. KENDRICK, Superintendent, Concord, N. H.

Leave.					Arrive.					CONNECTIONS.				
Acc.	Mis	STATIONS.		Frs.	Acc.	Mis	STATIONS.		Frs.	Acc.	Mis	CONNECTIONS.		
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	
2 25	0	Manchester		10 40	10 40					1 Con. with Manchester and Lawrence Railway.				
2 52	6	Goffstown Centre		20 15	20 15					1 Con. with Concord Railway.				
3 22	11	Oil Mills		35 40	35 40									
4 00	19	North Weare		60 00	60 00									
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	

43 NORTHERN [N. H.] RAILWAY.

ONSLow STEARNS, Agent. General Ticket
GEORGE E. TODD, Superintendent. Agent, Concord, N. H.

Trains Leave.										Trains Arrive.										
Pass	Pass	Pass	Pass	Mis	STATIONS.		Frs.	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
8 35	3 27	10 40	10 35	0	Concord		2 75	5 20	3 25	9 55	8 00									
8 42	3 42	10 55	10 30	7	Fisherville		2 55	5 03	3 11	9 39	7 48									
8 50	3 49	10 02	10 02	10	Boscawen		2 50	4 53	3 04	9 31	7 40									
9 00	4 00	11 12	10 12	14	North Boscawen		2 30	4 51	2 54	9 20	7 30									
9 10	4 15	11 28	11 16	19	Franklin		2 10	4 23	2 39	9 05	7 24									
9 15	4 20	11 33	11 03	25	East Andover		1 65	3 54	2 22	8 50	7 10									
9 41	4 46	11 57	10 57	31	Potter Place		1 60	3 47	2 07	8 58	7 00									
9 46	4 51	12 01	10 51	33	West Andover		1 55	3 39	2 03	8 53	7 00									
10 13	5 18	12 22	12 03	39	Danbury		1 30	3 11	1 47	8 50	7 00									
10 25	5 30	12 34	12 15	44	Grafton		1 20	2 53	1 33	8 45	7 00									
10 45	5 52	12 53	12 34	52	Canaan		1 5	2 53	1 15	8 12	7 00									
11 06	6 14	1 11	12 44	59	Enfield		4 5	1 59	12 57	6 56	7 00									
11 26	6 34	1 27	12 59	65	East Lebanon		3 1	1 42	12 49	6 30	7 00									
11 40	6 48	1 39	1 10	69	Lebanon		2 8	1 36	12 35	5 41	7 00									
					W. R. Junct.		* 1 20	1 20	5 30	5 30	7 00									
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

* Mondays excepted.

1. Bristol Branch.—Connects with Northern Railway at Franklin, Train leaves Bristol for Boston 7 50 a. m.; leaves Boston for Bristol 12 m.

- Connects with Railways diverging from Concord.
- Connects with Vermont Central Railway.
- Connects with Conn. and Pass. Rivers Railway, for St. Johnsbury, Wells River, White Mountains, &c.

44 Suncook Valley Railroad.—SAMUEL N. BELL, President. JAMES R. KENDRICK, Superintendent.—A train leaves Hooksett for Suncook, Allentown, Short Falls, Epsom, Chichester and Pittsfield, 5 15 p. m., arriving at Pittsfield 6 45 p. m.; returning, leaves Pittsfield 8 45 a. m., connecting at Hooksett with the Concord Railway, at 10 20 a. m. See Table No. 41.

BOSTON AND MAINE RAILWAY, BRANCHES, &c.

46 NEWBURYPORT RAILWAY.									
Trains Leave.					Trains Arrive.				
Pas	Pas	Pas	Pas	Mls	Mls	Pas	Pas	Pas	Pas
P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.
STATIONS.									
6 15	5 15	3 15	7 45	0	40	7 55	9 05	12 40	7 00
6 46	5 42	3 42	8 15	9	31	7 25	8 42	12 16	6 27
6 54	5 48	3 50	8 22	13	27	7 17	8 36	12 02	6 22
7 02	5 55	3 57	8 30	16	24	7 10	8 30	11 55	6 15
7 12	6 05	4 07	8 42	19	21	7 00	8 17	11 55	6 05
7 30	6 23	4 26	9 00	28	12	6 42	7 57	11 27	5 44
7 38	6 32	4 36	9 08	31	9	6 35	7 50	11 20	5 35
7 48	6 42	4 50	9 23	37	6	6 20	7 35	11 05	5 08
7 50	6 45	4 52	9 25	38	6	6 18	7 33	11 05	5 05
7 55	6 50	4 55	9 28	39	6	6 15	7 30	11 00	5 00
7 46	6 39	4 44	9 16	34	6	6 27	7 42	11 12	5 27
8 00	6 50	4 54	9 28	40	0	6 15	7 30	11 00	5 15
P. M.	P. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.	A. M.

47 DOVER AND WINNIPISSIOGEE RAILWAY.									
Trains Leave.					Trains Arrive.				
Pas	Pas	Pas	Pas	Mls	Mls	Pas	Pas	Pas	Pas
P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.
STATIONS.									
3 00	12 00	7 30	0	06	06	10 45	8 00	1 45	
3 57	12 57	8 20	26	00	00	9 45	6 55	12 40	
4 20	1 20	8 45	33	00	00	9 30	6 40	12 10	
5 45	2 40	10 10	68	00	00	7 55	5 00	9 55	
6 05	3 00	10 30	76	00	00	7 35	4 40	9 35	
6 10	3 05	10 35	78	00	00	7 30	4 30	9 30	
6 30	3 23	10 55	86	00	00	7 12	4 15	9 12	
6 45	3 37	11 10	92	00	00	6 58	4 00	8 58	
6 55	3 45	11 20	95	00	00	6 50	3 50	8 50	
7 00	3 50	11 25	96	00	00	6 45	3 45	8 45	
P. M.	P. M.	P. M.	A. M.		ARRIVE	LEAVE	A. M.	P. M.	A. M.

48; Haverhill & Georgetown Trains.—Leave Haverhill 6 15, 7 30, 8 30, 11 00 a.m., & 4 00, 5 00, 6 05 & 7 15 p.m. Returning, leave Georgetown at 6 35, 7 50, 9 08, 11 20 a.m., and 4 36, 5 35, 6 35 and 7 40 p.m.

Stages leave Alton daily on arrival of the morning train from Dover, Boston, and Portland, for Wolfboro, connecting there on Tuesdays, Thursdays, and Saturdays, with Stages for Tuftonborough, Sandwich, &c. Also leave Alton for Laconia, Tuesdays, Thursdays & Saturdays. Stages leave Laconia for Alton, Mondays, Wednesdays and Fridays.

CONNECTIONS OF BOSTON AND MAINE RAILWAY.

- ¹ With Railways diverging from Boston.
- ² With South Reading Branch.
- ³ With Salem and Lowell Railway.
- ⁴ With Lowell and Lawrence Railway.
- ⁵ With Manchester and Lawrence Railway.
- ⁶ With Newburyport Railway.
- ⁷ With Concord and Portsmouth Railway.
- ⁸ With Dover and Winnipissiogee Railway.
- ⁹ With Portsmouth, Great Falls and Conway Railway.
- ¹⁰ With Railways East from Portland.
- ¹¹ With Salem and Lowell Railway.
- ¹² With Eastern Railway, Mass.

48 EASTERN RAILWAY OF MASSACHUSETTS.

GEORGE M. BROWNE, President, Boston. | JOHN B. PARKER, Treasurer, Boston. | JEREMIAH PRESCOTT, Gen. Supt., Boston.

Trains Leave.										Trains Arrive.									
Pas	Exs.	Pas	Pas	Pas	Pas	Pas	Mls	Mls	Pas	Pas	Pas	Pas	Pas	Pas	Exs.				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
STATIONS.																			
6 15	6 00	4 45	3 00	12 00	10 00	7 30	0	arr.	56	8 40	9 35	10 45	1 45	6 25	8 00				
6 21	5 05	3 15	12 06	10 06	7 36	0	2	54	8 31	9 25	10 36	1 40	6 16	7 51					
6 27	5 11	3 21	12 14	10 14	7 42	0	3	53	8 25	9 20	10 30	1 40	6 10	7 48					
6 31	5 15	3 25	12 18	10 18	7 46	0	4	52	8 25	9 16	10 29	1 26	6 09	7 43					
6 39	5 21	3 31	12 27	10 27	7 54	0	5	51	8 10	9 05	10 15	1 20	6 04	7 38					
6 42	6 28	5 11	3 28	12 30	10 32	7 57	11	46	8 10	9 00	10 13	1 08	5 53	7 28					
6 45	5 31	3 34	12 33	10 35	8 00	0	12	44	8 08	8 53	10 05	1 05	5 48	7 23					
6 55	6 40	5 25	3 40	12 43	10 45	8 10	16	40	8 00	8 50	10 00	12 55	5 40	7 15					
7 10	5 59	3 46	12 50	10 53	8 17	18	38	38	7 50	8 40	9 50	12 45	5 30	7 07					
7 13	5 52	3 49	1 00	10 54	8 21	20	30	36	7 45	8 32	9 40	12 39	5 18	7 00					
7 20	6 53	5 41	3 58	1 08	11 01	8 25	22	34	34	7 35	8 27	9 35	12 30	5 11	6 53				
7 29	7 00	5 50	4 11	1 18	11 15	8 41	27	29	29	7 25	8 15	9 25	12 18	4 58	6 40				
7 35	5 58	3 55	1 28	11 22	8 52	31	31	25	7 15	8 05	9 15	12 06	4 50	6 27					
7 45	7 18	6 12	4 33	1 40	11 40	9 09	36	20	20	7 05	7 55	9 10	11 55	4 40	6 15				
7 50	6 26	4 16	1 54	1 46	11 46	9 15	38	18	18	6 59	7 49	9 04	11 50	4 30	6 12				
7 55	6 30	4 20	1 58	1 52	11 52	9 21	42	14	14	6 51	7 41	8 57	11 43	4 20	6 04				
8 00	6 35	5 00	2 06	1 58	12 00	9 27	43	13	6 47	7 37	8 53	11 40	4 10	6 00					
8 05	6 41	5 07	2 11	1 58	12 06	9 32	46	10	6 40	7 30	8 48	11 35	4 00	5 54					
8 10	6 48	5 15	2 16	1 58	12 12	9 39	49	7	6 31	7 21	8 40	11 28	3 50	5 46					
8 15	7 56	7 00	5 25	2 25	12 20	9 45	51	5	6 25	7 15	8 35	11 24	3 40	5 41					
8 20	8 50	7 55	5 00	12 30	10 7	9 55	56	0	6 15	7 05	8 25	11 15	3 30	8 00					
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	ARRIVE	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

Extra Trains leave Boston for Lynn, Salem, Beverly, Gloucester and Rockport, stopping at intermediate stations, at 7 15 and 10 45 a.m., 2 15 and 5 20 p.m.; returning, leave Rockport for Boston and intermediate stations at 7 15 and 9 35 a.m., 1 25 and 4 35 p.m. Leave Boston for Salem and Beverly at 8 00 a.m., 1 00 and 5 50 p.m.; returning, leave Beverly for Boston and way-stations at 8 30 a.m., 3 50 and 5 05 p.m.; returning, leave Salem at 6 00 and 6 55 a.m. 12 15, 4 40 and 6 50 p.m. An additional train leaves Boston for Lynn, via Main Line, 9 25 a.m., also leaves Swampscott for Boston 7 55 a.m.

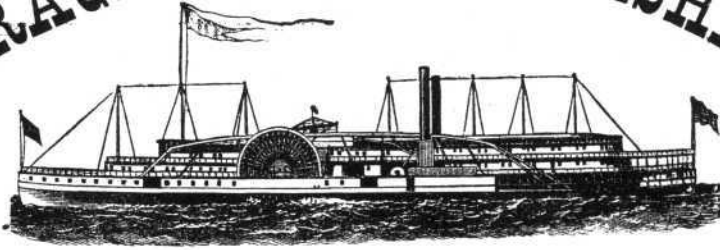
North Chelsea Special leaves Boston 6 50 a.m., 6 20 and 7 15 p.m.; leaves North Chelsea for Boston 7 10 a.m., 6 45 and 7 40 p.m.

- 1 Lawrence Branch Railway.**—Trains leave Salem for Lawrence and intermediate stations 6 45 and 11 35 a.m. and 4 45 p.m.; for Middleton and way-stations 6 45 and 11 35 a.m. and 4 45 p.m.; for Danvers 6 20 and 9 25 a.m., 12 45, 3 40, 5 25, 6 20 and 7 00 p.m. Leave Lawrence for Salem at 8 00 a.m., 1 00 and 5 50 p.m. Leave Middletown for Salem 7 25 a.m. and 6 50 p.m. Leave Danvers for Salem 6 45, 7 35, 8 50, 10 10 a.m., 1 40, 2 10, 4 00, 6 15, 6 33 and 7 00 p.m.
- 2 Saugus Branch.**—Trains leave Boston for Lynn, via Saugus Branch, stopping at all stations, 6 45, 8 30 and 9 25 a.m., 1 00, 4 00, 5 50, 6 30, and 7 35 p.m. Returning, leave Lynn at 5 55, 6 55, 8 05 and 10 20 a.m., 12 28, 2 00, 6 00 and 8 20 p.m. (Wednesday at 11 25 p.m., and Saturday at 10 05 p.m.)
- 3 South Reading Branch.**—Trains leave Boston for Salem, via South Reading and Lynnfield, 7 45 and 11 30 a.m., 3 15 and 5 15 p.m. Returning, at 7 25 and 9 50 a.m., 2 45 and 4 35 p.m.
- 4 Amesbury Branch.**—Trains leave Boston for Amesbury at 7 30 and 10 a.m., 3 00 and 4 45 p.m. Leave Amesbury for Boston, &c., 7 30 and 9 40 a.m., 4 00 and 5 40 p.m.
- 5 Marblehead Branch.**—Trains leave Boston for Marblehead at 7 30, 8 30 and 10 00 a.m., 12 00 noon, 3 00, 3 50, 5 05, 6 00 and 7 00 p.m. Leave Marblehead for Boston at 6 50, 7 45, 8 55, and 9 45 a.m., 12 30, 1 45, 4 25, 5 15, 6 20 and 7 30 p.m.
- 6 Gloucester Branch.**—Trains leave Boston for Gloucester and Rockport at 7 15 and 10 45 a.m., 2 15 and 4 30 p.m. Leave Rockport for Boston 7 15 and 9 35 a.m., 1 25 and 4 15 p.m.; leave Gloucester for Boston 7 25 and 9 45 a.m.; 1 35 and 4 25 p.m.

CONNECTIONS.

- ¹ Connects with railways diverging from Boston.
- ² Saugus Branch diverges from Main Line.
- ³ Junction of South Reading Branch.
- ⁴ Marblehead Branch diverges.
- ⁵ Gloucester and Rockport Branch diverges.
- ⁶ Branch to Amesbury.
- ⁷ Connects with Portland, Saco and Portsmouth, and Portsmouth, Great Falls and Conway Railway.
- ⁸ Connects with lines leading out of Portland.

NARRAGANSETT STEAMSHIP CO.



FOR BOSTON,

Via Newport and Fall River.

CONSOLIDATION OF BRISTOL & NEWPORT LINES.

SUMMER ARRANGEMENTS.

THE SPLENDID STEAMSHIPS

“BRISTOL” and “PROVIDENCE,”

Captain A. Simmons.

Captain Benj. M. Simmons.

From Pier 30, North River, foot Chambers St.,

DAILY AT 5 P. M., SUNDAYS EXCEPTED.

BY THIS ROUTE

PASSENGERS ARRIVE IN BOSTON

IN TIME TO CONNECT WITH ALL EARLY NORTHERN AND EASTERN TRAINS,

or Rest Undisturbed, Breakfast on Board, and leave at 6.50 A. M. for Boston, arriving there at an early business hour.

For Middleboro', the Bridgewater & all Towns on Cape Cod Railway & Nantucket,

Leave Fall River at 6.55 A. M., and make immediate connections for all the above-named places.

JAMES FISK, Jr., President,

M. R. SIMONS, Managing Director.

CHAS. H. VAILE, Gen. Pass. Agt.

SOUTH SHORE RAILROAD.

ONSLow STEARNS, President, Boston, Mass.

W. H. BULLOCK, Gen. Superintendent, Boston Mass.

WARREN LADD, Superintendent.

Table for South Shore Railroad showing Trains Leave and Trains Arrive for Dec., 1869. Includes stations like Boston, Braintree, East Braintree, Weymouth, North Weymouth, East Weymouth, West Hingham, Hingham, Old Colony House, Nantasket, Cohasset.

Trains leave New Bedford for Boston at 7 45 a. m. and 3 00 p. m.; for Tremont at 7 45 a. m. 3 00 and 4 50 p. m.; for Hyannis at 7 45 a. m. and 4 50 p. m.; for Nantucket, Tuesdays, Thursdays and Saturdays at 7 45 a. m.

Trains leave Boston for New Bedford at 8 00 a. m. and 4 00 p. m.

Leave Tremont for New Bedford at 10 00 a. m., 4 00 and 5 40 p. m.

Leave Hyannis for New Bedford at 7 00 a. m. and 2 20 p. m.

52 CAPE COD RAILROAD.

J. H. W. PAGE, President, Boston, Mass.

E. N. WINSLOW, Gen. Supt., Hyannis, Mass.

Table for Cape Cod Railroad showing Leave and Arrive times for Dec., 1869. Includes stations like Boston, Old Colony Depot, Middleboro, Rock Station, South Middleboro, West Wareham, South Wareham, Wareham, Agawam, Cohasset Narrows, Monument, North Sandwich, West Sandwich, Sandwich, West Barnstable, Barnstable, Yarmouth, Hyannis, South Dennis, North Harwich, Harwich, Brewster, Orleans.

54 NEW BEDFORD AND TAUNTON, AND TAUNTON BRANCH RAILROADS.

WARREN LADD Superintendent, New Bedford.

(From Boston and Providence depot in Boston, connecting at Mansfield with Boston and Providence Railroad, at Taunton with Middleboro' and Taunton, and at Myricks with Old Colony and Newport Railroad.)

Trains leave New Bedford for Boston 7 40, 10 05 a.m. and 3 40 p.m.; for Providence 7 40, 10 05 a.m., 3 40 and 4 45 p.m.; for Taunton 7 40, 10 05 a.m., 3 40, 4 45 and *11 20 p.m.; for Fall River 7 40 a.m. and 4 45 p.m.; for Newport 7 40 and 4 45 p.m. Leave Taunton for Boston 7 25, 8 30, 9 25 and 11 00 a.m., 4 30 and 7 20 p.m.; for Providence 8 30, 11 00 a.m., 2 15, 4 30, 5 40 and 7 20 p.m.; for New Bedford 6 50, 9 40 a.m., 12 20, 5 40, *10 22 p.m. Leave Boston for Taunton 8 00, 11 10 a.m., 2 00, 4 30, 5 30 and *9 00 p.m.; for New Bedford 8 00, 11 10 a.m., 4 30 and *9 00 p.m. Leave Providence for Taunton 7 10, 9 15 and 10 40 a.m., 4 15 and 7 30 p.m.; for New Bedford 7 10, 10 40 a.m., 4 15 p.m. Distance from Boston to New Bedford 55 miles. Fare, \$1 75.

N. B.—Trains marked thus * Wednesday and Saturday only.

55 MIDDLEBORO' AND TAUNTON RAILWAY.

A. E. SWASEY, Supt. Taunton, Mass.

Trains leave Middleboro' for Taunton and Providence 6 50, 9 50 a.m. and 4 45 p.m.; for Boston, 6 50, 9 50 a.m. Leave Boston for Middleboro' 11 10 a.m. and 4 30 p.m.; leave Providence for Middleboro' at 7 10, 10 40 a.m. and 4 15 p.m.; leave Taunton for Middleboro' at 8 35 a.m. and 12 25 and 5 50 p.m. Distance 10 1/2 miles. Fare 40 cents.

PROVIDENCE AND WORCESTER RAILWAY.

E. P. MASON, President. JOHN W. BALCH, Treasurer. E. P. BLAKE, Freight Cashier.

W. D. HILTON, Superintendent. WM. M. DURFEE, General Ticket Agent. Providence, R. I.

J. E. BACON, Supt. of Transportation, Worcester, Mass.

Table for Providence and Worcester Railway showing Trains Leave and Trains Arrive for May, 1870. Includes stations like Providence, Pawtucket, Boston Switch, Valley Falls, Lonsdale, Albion, MAUville, Woonsocket, Waterford, Blackstone, Millville, Uxbridge, Whitins, Northbridge, Farnums, Grafton, Sutton, Millbury, Grand Junction, Worcester.

Valley Falls to Pawtucket and Providence.—Trains leave Valley Falls, 6 15, 8 00, 9 00, 10 00 and 11 00 a. m., 1 00, 2 00, 3 00, 4 00, 5 00, 5 50, 7 30 and 9 30 p. m., arriving at Providence, 6 40, 8 20, 9 20, 10 20 and 11 20 a. m., 1 20, 2 20, 3 20, 4 20, 5 20, 6 10, 7 50 and 9 50 p. m.

Returning Trains leave Providence for Pawtucket and Valley Falls, 6 45, 9 30, 10 30 a. m., 12 00 noon, 1 30, 2 30, 3 30, 4 30, 5 30, 6 30, 8 30, 10 00 p.m., arriving at Valley Falls, 7 05, 9 50 and 10 50 a.m., 12 20, 1 50, 2 50, 3 50, 4 50, 5 48, 6 50, 8 50 and 10 20 p. m.

CONNECTIONS.

- 1 Connects with Stonington and Providence Railway.
2 Connects with Boston and Providence Railway.
3 Connects with Providence, Warren and Bristol Railway
4 Connects with Hartford, Providence and Fishkill Railway.
5 Connects with Boston, Hartford and Erie Railway.

- 6 Connects with Boston and Albany Railway.
7 Connects with Norwich and Worcester Railway.
8 Connects with Fitchburg and Worcester Railway.
9 Connects with Worcester and Nashua Railway.

BOSTON, HARTFORD AND ERIE RAILROAD.

BLACKSTONE DIVISION.

JOHN S. ELDRIDGE, President, Boston, Mass. | WILLIAM M. PARKER, Supt., Boston, Mass. | A. C. WARREN, General Ticket Agent.

Boston to Southbridge.

Southbridge to Boston.

Table with columns for Pas., Exs., and Mls. for stations from Boston to Southbridge and vice versa. Includes notes on extra trains and connections.

NORWICH AND WORCESTER DIVISION.

P. ST. M. ANDREWS, Division Superintendent, Norwich, Ct.

Table with columns for Exs., Pas., and Mls. for stations from Worcester to New London and vice versa. Includes a large advertisement for The Norwich and Worcester Division.

WOONSOCKET DIVISION.

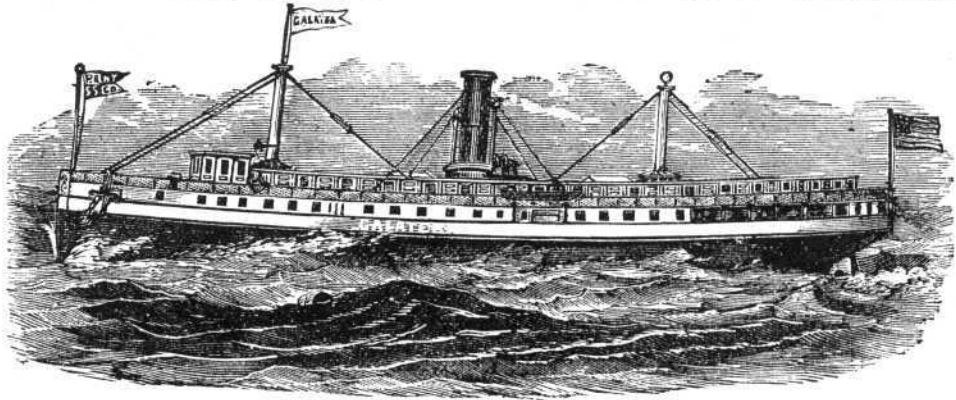
E. H. TUCKER, Jr., Division Superintendent, 138 Lincoln Street, Boston, Mass.

Table with columns for Pas., Exs., and Mls. for stations from Boston to Woonsocket and vice versa. Includes a connections section.

Western Division.—(W. H. ALEXANDER, Division Supt.)—Trains leave Fishkill Landing for Hudson River Junction, Matteawan, Glenham, Fishkill Village, Brinkerhoffville, Hopewell Junction, Arthursburg, LaGrangeville, Billing's Gap and Moore's Mills, 10 a.m. and 6 05 p.m., arriving there 11 55 a.m. and 7 20 p.m.; leave Moore's Mills for Fishkill Landing 8 05 a.m. and 12 30 p.m., arriving at Fishkill Landing 9 30 a.m. and 2 50 p.m. Connection made with Hudson River Railroad for New York and Albany.

PROVIDENCE & NEW YORK STEAMSHIP CO.

59 DAILY LINE FOR PASSENGERS AND FREIGHT



For BOSTON, PROVIDENCE and WORCESTER.

THE STAUNCH AND POWERFUL STEAMSHIPS

“GALATEA,” “ELECTRA,”

Capt. J. W. NYE,

FROM

Capt. J. MOTT,

Fox Point Wharf, Providence, daily, Sundays excepted, at 5.30 P. M.

AND

Pier 27 North River, New York, at 5.00 P. M.

FARE:	{	BOSTON,	-	\$4.00,	-	\$3.00
		PROVIDENCE,		3.00,	-	2.00

CONNECTING AT PROVIDENCE WITH THE BOSTON & PROVIDENCE, AND PROVIDENCE & WORCESTER, AND WARREN & FALL RIVER RAIL ROADS, FOR

BOSTON, CANTON, WOONSOCKET, NASHUA, BRISTOL,
 TAUNTON, FRAMINGHAM, UXBRIDGE, LOWELL,
 MANSFIELD, WORCESTER, FITCHBURG, LAWRENCE, WARREN,

AND ALL PRINCIPAL PLACES in EASTERN and NORTHERN NEW ENGLAND.

CONNECTING AT NEW YORK WITH THE ERIE RAILWAY, PENNSYLVANIA AND NEW JERSEY RAIL ROADS, AND HUDSON RIVER RAIL ROAD AND STEAMBOATS, AND GREAT SOUTHERN MAIL ROUTE, FOR

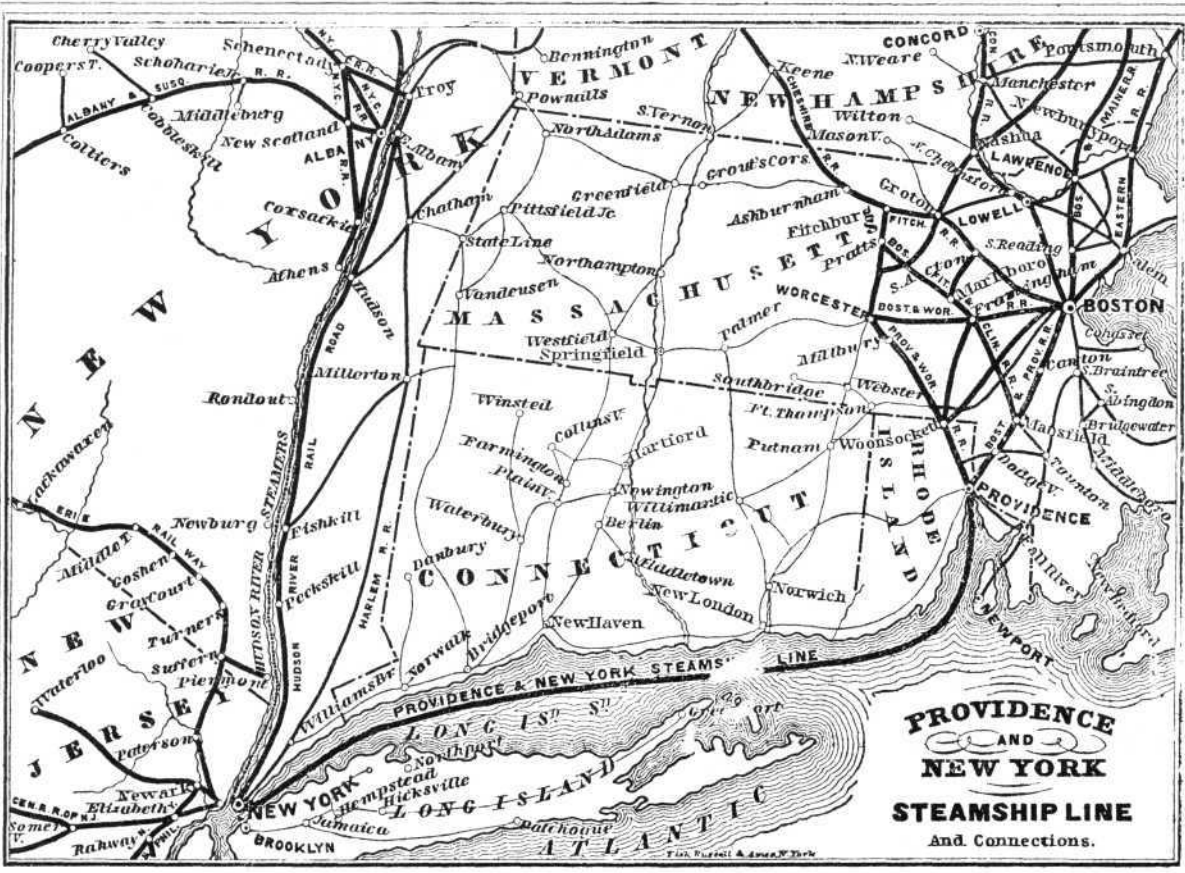
PRINCIPAL CITIES WEST and SOUTH,

AND CALIFORNIA, BY RAIL OR STEAMER; ALSO, SOUTHERN AND FOREIGN STEAMERS.

FREIGHT TAKEN AT LOW RATES. | AGENTS: { E. H. ROCKWELL, Fox Point Wharf, Providence.
 ISAAO ODELL, Pier 27 North River, New York.
 EDWIN BYNNER, 77 Washington Street, Boston.
 A. C. MUNROE, 6 Brinley Hall, Worcester, Mass.

Z. WILLIAMS, Treasurer.

B. BUFFUM, President.



60 BOSTON AND PROVIDENCE RAILROAD TIME-TABLE,

J. H. CLIFFORD, President. H. A. CHACE, Supt. of Transportation, Providence, R. I. GEO. L. GRIGGS, Master Mechanic.
 A. A. FOLSOM, Gen. Supt. and Purchas'g Agt. JOHN LIGHTNER, Master Car Builder, Roxbury, Mass.
 J. DAILY, Jr., Gen. Ticket Clerk, Boston. R. D. TUCKER, Station Agent, Boston, Mass.

Trains Leave.										Trains Arrive.									
Mail	Stbt	Acc.	Exs.	Exs.	Acc.	Acc.	Mls	Frs.	Mail	Stbt	Acc.	Exs.	Acc.	Acc.	Exs.				
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	\$ ct.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
9 00	5 30	4 00	2 00	11 10	10 30	7 30	0	1 35	5 50	6 05	8 50	10 45	12 40	6 10	9 05				
							2	1 30											
							4	1 25											
							9	1 15											
							14	1 10											
9 25							14	90											
							18	80											
							22	70											
9 48	6 24	5 06	2 50	11 40	8 40	24	4 51	7 50	9 57	11 30	5 05	8 17							
							31	60											
							36	55											
							32	35											
							39	10											
10 25	7 05	5 55	3 30	12 35	12 25	30	0	4 00	4 20	7 00	9 15	10 40	4 15	7 35					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	ARRIVE	[LEAVE \$ ct.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				

An Extra Train leaves Mansfield for Providence 6 15 a.m., arriving at Providence 7 05 a.m. Returning, leaves Providence 6 20 p.m., arriving at Mansfield 7 05 p.m.

N. B.—Sunday Mail train leaves Boston 8 30 p.m.; leaves Providence on Monday 2 15 a.m. An Extra train leaves Boston for Readville 6 55 a.m.; leaves Readville for Boston 11 35 a.m.

1 BOSTON TO DEDHAM.

LEAVE	Mls	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston	0	7 05	9 00	12 30	2 40	3 15	4 45	6 10	6 30	7 35	10 00	11 00			
Forest Hill	5	7 20	9 15	12 47	2 56	3 30	5 02	6 30	6 46	7 53	10 18	11 18			
West Roxbury	8	7 30	9 25	12 59	3 00	3 40	5 13	6 40	6 57	8 04	10 29	11 29			
Readville							3 10								
Dedham	10	7 35	9 30	1 05	3 20	3 50	5 20	6 50	7 10	8 10	10 35	11 40			
ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

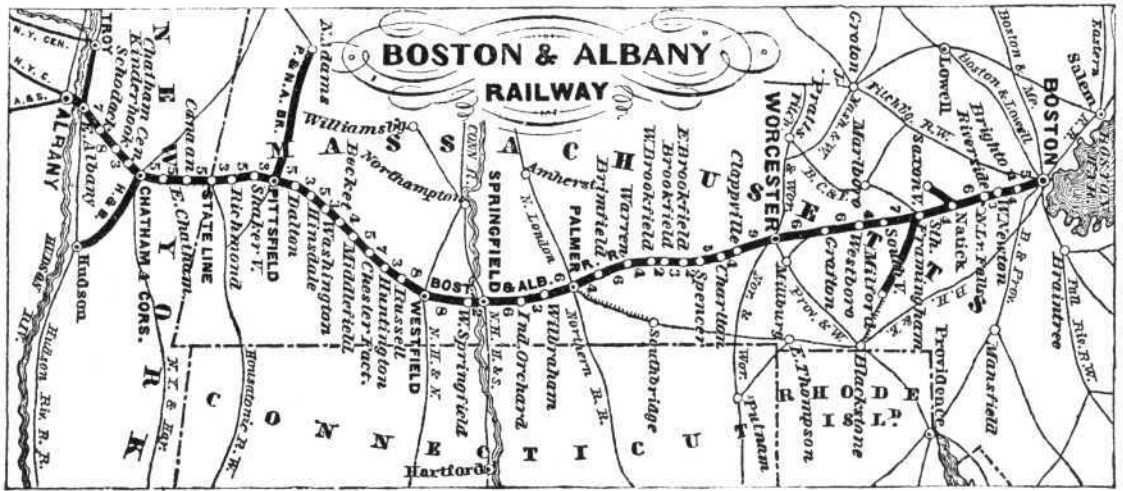
2. Stoughton Branch.—Trains leave Boston for Stoughton 7 30 and 10 30 a.m., 12 noon, 2 00, 4 00 and 5 50 p.m. Returning, leave Stoughton 7 05, 7 55, 10 00 and 11 45 a.m., 3 10 p.m. Distance, 18 miles. Fare, 55 cents.

DEDHAM TO BOSTON.

LEAVE	Frs.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Dedham	6 05	6 20	7 00	8 00	10 00	2 15	4 10	4 55	6 43	9 00	10 00				
Readville	6 14			8 07				5 05							
West Roxbury		6 25	7 05		10 06	2 20	4 15		6 53	9 06	10 06				
Forest Hill	6 25	6 35	7 15	8 20	10 17	2 30	4 25	5 19	7 03	9 17	10 17				
Boston	6 40	6 50	7 35	8 40	10 35	2 45	4 45	5 35	7 20	9 35	10 40				
ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

3. Mill Village and Dedham.—Horse-cars leave Mill Village for Dedham 6 50, 7 50, 9 50 a.m., 2 05, 4 00 and 6 30 p.m. Leave Dedham for Mill Village 7 35 and 9 30 a.m., 1 05, 3 50, 5 20 and 8 05 p.m.

¹ Connects at Boston, with Railways diverging East and North.
² At Forest Hill, with Branch to Dedham.
³ At Mansfield, with New Bedford and Taunton Railway, for Taunton and New Bedford, Middleton, and Cape Cod.
⁴ At India Point, with the Providence, Warren and Bristol Railway, for Bristol and intermediate stations.
⁵ At West Junction, with Providence and Worcester Railway.
⁶ At Providence, with Stonington and Providence Railway, for Stonington and New London, and New York via Shore Line; also with the Providence and New York Steamship Line. (See map.)



61 BOSTON AND ALBANY RAILROAD.

C. W. CHAPIN, President, Springfield, Mass. J. B. CHAPIN, Asst. Superintendent, Albany, N. Y. J. F. GAY, Freight Agent, Boston, Mass.
 D. W. LINCOLN, Vice-Pres., Worcester, Mass. T. L. GREENE, Agent, East Albany, N. Y.
 C. E. STEVENS, Treasurer, Boston, Mass. J. M. GRIGGS, Gen. Ticket Agent, Springfield, Mass. W. EDDY, Master Mechanic.
 C. O. RUSSELL, Gen. Superintendent, Springfield, Mass. WILLIAM BLISS, Gen. Freight Agent, Springfield, Mass. C. STEBBINS, Master Car Builder, Springfield, Mass.
 A. FIRTH, Asst. Superintendent, Boston, Mass.

Trains Going West.

May 2, 1870.

Trains Going East.

STATIONS.	Trains Going West.								STATIONS.	Trains Going East.							
	Mls	Pas	Exs.	Exs.	Pas	Exs.	Mail			Mls	Exs.	Pas	Pas	Pas	Exs.		
Boston ¹.....lve	0	5 00	7 00	8 30	3 00	4 30	9 00	8 30	Albany ¹⁰.....lve	2 10	6 30	9 50	3 00	5 00	8 45		
Brighton.....	5	21	7 15						Greenbush.....	2 20	6 40	10 00	3 05	5 10	8 55		
So. Framingham ²	24	5 45	8 08	9 11	3 41	5 15	9 41	9 16	Schodack.....	2 25	6 55		3 21	5 26			
Ashland.....	24		8 08			5 30			Kinderhook.....	2 52	7 12	10 26	3 37	5 42	9 29		
Cordaville.....	27		8 15			5 33			Chatham Centre.....	3 15	7 19		4 30	6 05	9 51		
Southville.....	28		8 18			5 33			East Chatham.....		7 57		4 29	6 34			
Westboro.....	32		8 25			5 41			Canaan.....		8 07		4 26	6 43			
Grafton.....	38		8 39			5 54			State Line ⁸		8 10		4 10	6 43			
Worcester ³.....arr	44	6 30	8 55	10 00	4 25	6 12	10 30		Richmond.....		8 25		4 53	6 57			
Worcester Jnct.....lve	45	6 35	9 00	10 05	4 30	6 15	10 35	10 05	Shaker Village.....		8 38		5 05	7 07			
Rochdale.....	45	6 40	9 05	10 12	4 35	6 20	10 40		Pittsfield ⁷	4 26	8 52	11 40	5 20	7 20	10 56		
Charlton.....	52	7 05	9 30			6 45			Dalton.....		9 07		5 36	P. M.			
Spencer.....	57	7 14	9 39			6 54			Hinsdale.....	4 50	9 18	12 00	5 46	11 19			
Brookfield.....	67	7 26	9 55			7 10			Washington.....		9 29		5 57				
West Brookfield.....	69	7 37	10 05	11 00	5 23	7 20	11 31	11 04	Becket.....		9 39		6 07				
Warren.....	73	7 46	10 15			7 28			Middlefield.....		9 49		6 16				
Brimfield.....	79	8 01	10 25			7 40			Chester.....	5 30	10 05	12 33	6 31	12 05			
Palmer ⁴	83	8 15	10 38	11 28	5 48	7 53	11 55	11 32	Huntington.....	5 45	10 20	12 44	6 47				
Wilbraham.....	89	8 27	10 50			8 01			Russell.....	5 56	10 31		6 57				
Indian Orchard.....	92	8 38	11 01			8 16			Westfield ⁶	6 13	10 50	1 09	7 15	12 50			
Springfield ⁵.....arr	98	8 50	11 15	11 55	6 15	8 30	12 30	12 00	West Springfield.....lve	6 30	11 07		7 31				
West Springfield.....lve	100	9 08		12 15	6 30	P. M.	12 45	N ^{HT}	Springfield ⁵.....arr	6 40	11 15	1 30	7 40	P. M.	1 00	A M*	
Westfield.....	108	9 25		12 40	7 00		1 15		Indian Orchard.....lve	7 15	11 30	1 45	8 30	4 00	2 00	12 25	
Russell.....	116	9 42		12 57	7 17				Wilbraham.....	7 27	11 42		8 30	4 12	2 00	12 25	
Huntington.....	119	9 52		1 07	7 28				Palmer ⁴	7 35	11 51			4 21			
Chester.....	126	10 06		1 22	7 45		2 02		Brimfield.....	7 48	12 05	2 14	8 59	4 34	2 32	12 58	
Middlefield.....	131	10 21		1 37	8 01				Warren.....	7 58	12 15			4 44			
Becket.....	135	10 31		1 47	8 12				West Brookfield.....lve	8 13	12 30			4 59			
Washington.....	138	10 41		1 57	8 23				Brookfield.....	8 23	12 40	4 43	9 28	5 09	3 04	1 30	
Hinsdale.....	143	10 51		2 06	8 33				Spencer.....	8 30	12 47			5 16			
Dalton.....	146	11 00	A. M.	2 14	8 43	P. M.			Charlton.....	8 44	1 01			5 30			
Pittsfield ⁷	151	11 17	8 00	2 30	9 03	2 40	3 30		Rochdale.....	8 54	1 12			5 40			
Shaker Village.....	154	11 27	8 11			2 51			Worcester Jnct.....	9 04	1 23	3 30	10 35	5 50			
Richmond.....	159	11 39	8 22			3 02			Worcester ³.....arr	9 20	1 46	3 30	10 20	6 05	4 08	2 22	
State Line ⁸	162	11 48	8 32	2 53		3 12			Worcester ³.....lve	9 25	1 45	3 40	10 50	6 10	4 15	2 25	
Canaan.....	167	12 01	8 46			3 26			Grafton.....	9 30	1 48		10 25	6 16	4 20	2 30	
East Chatham.....	172	12 12	8 57			3 37			Westboro.....		2 03			6 23			
Chatham ⁹	177	12 26	9 13	3 26	10 04	3 53	4 44		Southville.....		2 15			6 30			
Chatham Centre.....	181	12 37	9 24			4 04			Cordaville.....		2 23			6 44			
Kinderhook.....	184	12 44	9 32	3 42	10 21	4 11	5 04		Southville.....		2 26			6 47			
Schodack.....	202	1 00	9 50			4 29			Ashland.....		2 32			6 54			
Greenbush.....	200	1 16	10 08	4 12	10 51	4 47	5 40		So. Framingham ²	10 16	2 49	4 21	11 06	7 06	5 06	3 22	
Albany ¹⁰.....arr	201	1 20	10 15	4 17	10 55	4 52	5 45		Brighton.....		2 50			7 10	5 50	4 15	
		P. M.	A. M.	P. M.	P. M.	P. M.	A. M.		Boston ¹.....arr	11 00	3 30	5 05	11 50	8 10	5 50	4 15	

CONNECTIONS.

- With R'ways diverging.
- With Boston, Clinton and Fitchburg R'way.
- With Worcester and Nashua Railway.
- With Norwich and Worcester Railway.
- With New London No'n Railway.
- With Connecticut River Railway.
- With New Haven, Hartford and Springfield Railway.
- With New Haven and Northampton R'way.
- With Pittsfield & North Adams Railway.
- With Stockbridge and Pittsfield Railway.
- With Housatonic R'y.
- With New York and Harlem Railway.
- With Hudson and Boston Railway.
- With New York Central Railway.
- With Albany and Susquehanna Railway.
- With Troy and Greenbush Railway.
- With Hudson River Railway.

STANDARD OF TIME.—Clock at the Springfield Station.

1 MILFORD BRANCH.—Trains leave South Framingham for Holliston and Milford after the arrival of 7 00 a.m. 2 00 and 4 30 p.m. trains from Boston; arriving at Holliston 8 30 a.m., 3 15 and 5 35 p.m.; Milford 8 38 a.m. 3 35 and 5 55 p.m. Leave Milford for Holliston, South Framingham, and Boston, 7 10 and 9 30 a.m., 4 25 p.m. arriving at Holliston, 7 30 and 9 50 a.m., 4 45 p.m.; South Framingham, 7 45 and 10 05 a.m., 5 p.m.; Boston 8 55 and 11 00 a.m., 6 10 p.m.

2 BROOKLINE BRANCH.—Trains leave Boston for Chapel, Longwood, and Brookline, at 7 15, 8 40, 9 45 a.m., 12 15, 12 45, 2 30, 3 30, 4 45, 5 35, 6 15, 7 15, 9 35, and 10 55 p.m.; on Sunday at 10 10 a.m., 12 45 and 4 45 p.m. Leave Brookline for Boston and intermediate stations at 6 30, 7 15, 8 00, 8 30, 9 15, 10 15 a.m., 12 noon, 1 30, 2 15, 4 05, 5 05, 6 45, 7 45, 10 15 p.m.; on Sunday leave Brookline 9 45 a.m., 12 20 and 2 15 p.m.

BOSTON AND ALBANY RAILWAY.

BOSTON AND WORCESTER DIVISION.

May 2, 1870.

Schedule of Extra Trains not contained on First Page of Time-Tables.

CHAS. O. RUSSELL, Gen. Superintendent, Springfield, Mass. A. FIRTH, Asst. Supt., Boston, Mass.

Table for Boston to Worcester. Columns include Stations, Miles, and departure/arrival times for various train services.

Table for Worcester to Boston. Columns include Stations, Miles, and departure/arrival times for various train services.

PITTSFIELD AND NOTRH ADAMS RAILROAD.

May 2, 1870.

CHARLES O. RUSSELL, Gen. Superintendent.

62

Table for Pittsfield and North Adams Railroad. Columns include Stations, Miles, and departure/arrival times for various train services.

1 Connects with Housatonic Railway.

1 Connects with Main Line.

HUDSON AND BOSTON RAILWAY.

CHARLES O. RUSSELL, Gen. Supt.

May 2, 1870.

Table for Hudson and Boston Railway. Includes columns for Trains from Boston, Trains to Boston, and CONNECTIONS.

WORCESTER AND NASHUA RAILWAY.

F. H. KINNICUTT, President. | C. S. TURNER, Gen. Supt.

Table for Worcester and Nashua Railway. Columns include Trains Leave, Trains Arrive, and Stations.

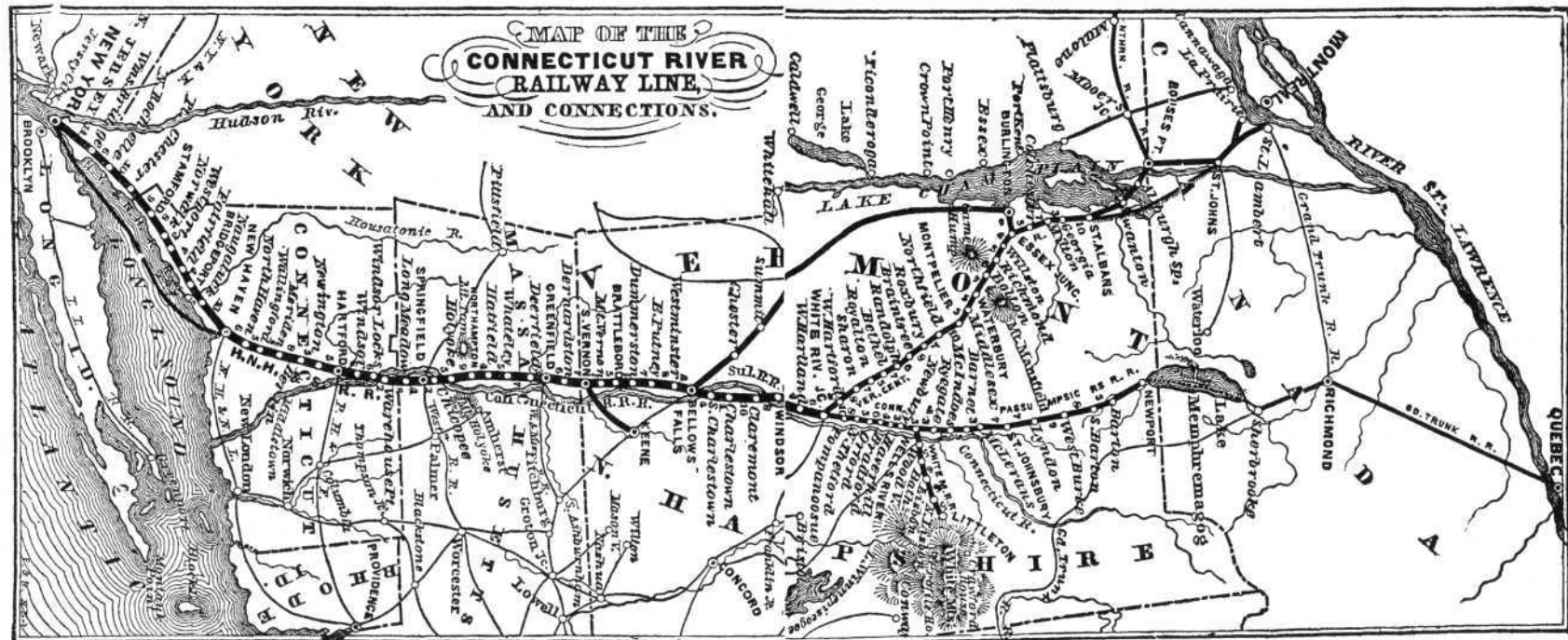
65 PROVIDENCE, WARREN AND BRISTOL RAILWAY.

C. T. CHILD, President, Warren, R. I. | L. M. E. STONE, Superintendent, Providence, R. I.

Table for Providence, Warren and Bristol Railway. Columns include Trains Leave, Trains Arrive, and Stations.

1 For connections, see notes to Providence and Worcester Railway. 2 Connects with Boston and Providence Railway.

66 Lexington and Arlington Railway.—(R. D. BLINN, Superintendent, Lexington, Mass.) Trains leave Boston for Lexington at 8 40 a.m., 12 00 m., 2 45, 4 40 and 6 30 p.m. Also, Wednesdays at 11 15 p.m. Leave Lexington for Boston at 6 00, 7 40 and 9 45 a.m., 1 15, 3 40 and 5 25 p.m. Wednesdays at 9 40 p.m. Stations, Distances and Fares.—Pond street, 5 miles, 20c.; Arlington, 6 miles, 20c.; Brattle Station, 7 miles, 25c.; East Lexington, 9 miles, 30c.; Lexington, 11 miles, 35c.



[ADVERTISEMENT.]

THIS is the great Mail and Express Line from New York to all points in Central and Northern New England; is the direct route, and sixty miles shorter than any other, to the WHITE MOUNTAINS; and, although long established and well known to the pleasure-seekers who frequent the many places of summer resort throughout the Valley of the Connecticut, has recently enlarged its connections, and by the establishment of *Night Express Trains with Sleeping Cars attached*, between Springfield and Rouse's Point, *via* White River Junction, has now become a favorite route from Washington, Baltimore, Philadelphia and New York, to Montreal, Quebec and vicinity.

Leaving New York by the New York and New Haven Railway, corner of Twenty-seventh Street and Fourth Avenue, or by the New Haven Steamboat Line from Peck Slip, it follows the Sound to New Haven, thence through Hartford, Springfield, Northampton, Greenfield, Brattleboro', Bellows Falls, and Windsor, to White River Junction, where the Main Line divides, one branch following the Connecticut and Passumpsic Rivers to Wells River, Littleton, St. Johnsbury, Newport and Lake Memphremagog, the other branch following White River to Woodstock, Montpelier, Waterbury, Burlington, St. Albans, Rouse's Point and Montreal.

This route, as the Map will show, leads the traveler through the heart of New England. A constant succession of important cities, or thriving, populous towns, greets his eye at every step, and nowhere else will he see the same perfection of variety in scenery peculiar to New England. There is room here barely to mention some few of the prominent objects of interest, without any attempt at description.

Two miles from Northampton Station is the famous Mt. Holyoke, "the view from whose summit," says N. P. Willis, "in point of cultivation and fertile beauty, is probably the richest in America." It is approached by a carriage-road within 600 feet, and thence a double-track railway, operated by stationary engines, lands the visitor at the summit, where is a first-class house, well supplied with the comforts necessary for a long or short stay, and with every other facility for the full enjoyment of the views.

NORTHAMPTON and BRATTLEBORO' are also equally celebrated for their unrivalled Water-Cure establishments, whose beauty of location and admirable management draw crowds of summer visitors.

Travelers for the WHITE MOUNTAINS will leave the cars at Littleton, and for the GREEN MOUNTAINS at Waterbury, on the Vermont Central Railway.

These mountains are too well known to require any description. The latter, better known under the name of Mount Mansfield, is second only in height and importance to Mount Washington of the White Mountains. Montreal, seventy miles distant, fifty villages, and every county in the State, can be seen from the summit.

By the extension of the Passumpsic Railway to Lake Memphremagog, the pleasure-seeker this season has new attractions offered on this route. This Lake has all the charms of scenery which Lake George possesses in so eminent a degree, and many advantages in addition which have only to be seen to be appreciated.

For Time-Table, etc., of this Line, see next page.

NEW YORK AND NEW HAVEN RAILWAY.

WILLIAM B. BISHOP, President, Bridgeport, Ct. J. T. SHELTON, Treasurer, Bridgeport, Ct. HENRY WHITE, Auditor, New Haven, Ct.
JAMES H. HOYT, Gen. Supt., New York. J. MENDL, Gen. Ticket Agent, New York. CHAS. ROCKWELL, Gen. Freight Agent, New York.
J. S. MOODIE, Asst. Supt., Bridgeport, Ct.

Table with columns for Mail, Pas., Exs., Acc., Exs., Acc., Exs., Acc., Mls, STATIONS, and Nov. 22, 1869. Includes routes to New Haven and New Haven to New York.

Sunday Mail train leaves New York at 7 00 p.m. Mail train arrives on Monday 5 20 a.m.
For Montreal.—The 12 15 p.m. train makes direct connection at Springfield for Montreal, &c., arriving there at 9 30 a.m.
Stamford Special Trains leaves New York for Stamford, other than above given, at 2 15, 4 45 and 7 15 p.m. Returning, leave Stamford at 5 00 and 8 15 a.m.
A Special Train leaves Stamford for New Haven and intermediate stations at 6 20 a.m., arriving at New Haven at 7 55 a.m.

74 NEW HAVEN, NEW LONDON AND STONINGTON RAILWAY.—Shore Line.

S. H. SCRANTON, President, Supt. and Pur. Agt. J. J. KELLOGG, Gen. Freight Agent, S. B. CHITTENDEN, Vice-President, New York.
W. T. BARTLETT, Treasurer and Secretary, New York. H. A. LINCOLN, Master Mechanic, New Haven, Ct. C. F. PLATT, Master of Car Repairs, New Haven, Ct.
S. G. JOHNSON, Gen. Ticket Agent, New Haven, Ct. General Offices—New Haven, Ct.

Table with columns for Trains Leave, Dec. 6, 1869, STATIONS, Trains Arrive, and Steamers. Includes routes to New Haven, New London, and Stonington.

75 STONINGTON AND PROVIDENCE RAILWAY.

S. D. BARCOCK, President, New York. F. B. NOYES, Secretary and Gen. Ticket Agt., Stonington, Ct. THOMAS NIXON, Gen. Freight Agent, Providence, R. I.
H. MORGAN, Treasurer, Stonington, Ct. J. L. PROUTY, Gen. Freight Agent, Stonington, Ct. J. H. ANDERSON, Master Mechanic and Car Builder, Providence, R. I.
A. S. MATHEWS, Supt. and Purchasing Agent, Stonington, Ct.

Table with columns for Trains Leave, Dec. 20, 1869, STATIONS, Trains Arrive, and CONNECTIONS. Includes routes to Stonington and Providence.

76 NEW YORK AND BOSTON EXPRESS LINE.
INLAND ROUTE.

Trains Leave.					Trains Arrive.				
P. M.	P. M.	A. M.	Mls	STATIONS.	Frs.	P. M.	P. M.	A. M.	Mls
9 00	3 00	8 30	0	Boston		5 05	11 50	5 50	
9 43	3 41	9 15	21	Frammingham		4 21	11 06	5 06	
10 35	4 30	10 05	45	Worcester		3 40	10 25	4 20	
11 37	5 23	11 05	69	West Brookfield		2 43	9 28	3 04	
12 05	5 48	11 30	83	Palmer		2 14	8 59	2 32	
12 40	6 30	12 00	98	Springfield		1 45	8 30	2 00	
1 26	7 10	12 25	124	Hartford		12 23	7 19	12 40	
2 03	7 59	1 30	142	Berlin		11 57	6 54	...	
2 40	8 30	2 05	160	Meriden		11 37	6 37	11 57	
3 16	9 05	2 40	177	New Haven		11 00	6 00	11 20	
3 47	9 37	3 12	192	Bridgeport		10 15	5 13	10 33	
4 08	9 56	3 32	199	Norwalk		9 44	4 49	9 49	
5 24	11 12	4 48	233	Stamford		9 26	4 22	9 30	
5 30	11 20	4 55	236	New York		8 08	3 08	8 08	
A. M. P. M. P. M.				ARRIVE	[LEAVE]	A. M. P. M. P. M.			

NOTE.—Sunday Mail Train leaves New York 7 00 p.m.; leaves Boston 6 30 p.m.

77 DANBURY AND NORWALK RAILWAY.

E. LOCKWOOD, Pres., Norwalk. JOHN W. BACON, Supt. and Purchasing Agent.
H. WILLIAMS, Secretary, Treas., and Gen. Ticket Agent. W. W. BREDENT, Mast. Car Build.
A. B. HULL, Gen. Freight Agent. C. A. CRAIG, Master Mechanic.

Trains Leave.					Trains Arrive.				
Pas.	Pas.	Mix	Pas.	Mls	STATIONS.	Frs.	Pas.	Pas.	Pas.
P. M.	P. M.	A. M.	P. M.	A. M.	New York		A. M.	P. M.	P. M.
4 30	12 15	9 00	7 00	0	S. Norwalk		9 30	3 20	7 20
P. M.	P. M.	A. M.	P. M.	A. M.	Norwalk		A. M.	P. M.	P. M.
6 18	2 00	11 16	9 00	0	Winnipauk		7 40	1 15	5 30
6 25	2 06	11 25	9 06	1	Wilton		7 34	1 05	5 24
6 31	2 11	11 35	9 12	3	Georgetown		7 27	1 00	5 16
6 46	2 28	11 52	9 30	7	Ridgefield		7 15	12 45	5 02
6 58	2 40	12 12	9 42	11	Sanford's		7 05	12 35	4 50
7 04	2 46	12 30	9 48	12	Reading		7 00	12 30	4 45
7 16	2 55	1 00	10 00	17	Bethel		6 46	11 55	4 31
7 25	3 05	1 30	10 10	20	Danbury		6 38	12 08	4 23
7 35	3 15	1 45	10 20	23			6 30	12 00	4 15
P. M. P. M. P. M. P. M.					ARRIVE	[LEAVE]	A. M. NO'N P. M.		

1 New York and New Haven Railway. Stages to and from Ridgefield Village connect at Ridgefield station.

78 NEW HAVEN AND NORTHAMPTON RAILWAY.

JOS. E. SHEFFIELD, President. CHAS. N. YEAMANS, Vice-President and Superintendent.

CHAS. ROCKWELL, Assistant Superintendent. S. D. PARDEE, Treasurer.

New Haven to Willamsburg.					Willamsburg to New Haven.					CONNECTIONS.				
STATIONS.	Mls	Acc.	Exs.	Mail Spcl	STATIONS.	Frs.	Acc.	Exs.	Mail Spcl					
Lve. New Haven	0	6 50	10 55	6 00	Lve. Willamsburg	0	6 00	10 45	4 45	1 With N. Haven, H. & Springfield, New York & New Haven, and N. Haven New London & Stonington Railways.				
" Ives	8	7 08	11 55	6 18	" Haydensville	6	6 04	10 49	4 49	2 With Hartford, Prov. & Fishkill R.W. for Waterbury, Hartford, Willimantic Plainfield and Providence.				
" Mount Carmel	9	7 13	11 40	6 23	" Leeds	6	6 09	10 55	4 54	3 With Boston & Albany R.W. for Bost., Spring'd, Worcester, Alb. Troy, Saratoga and the West.				
" Cheshire	15	7 25	11 30	6 38	" Florence	6	6 14	11 00	4 58	4 With Conn. Riv. R.W. for Springfield, Holyoke, Green'd & Brattleboro.				
" Hitchcock's	20	7 38	11 00	6 48	" Northampton	4	6 20	11 08	5 05					
" Plantsville	21	7 43	11 00	6 53	" East Hampton	4	6 33	11 20	5 18					
" Southington	22	7 48	11 47	6 58	" Southampton	4	6 44	11 31	5 28					
" Plainville	27	7 58	11 58	7 12	" Westfield	3	7 02	11 50	5 45					
" Farmington	31	8 08	12 10	7 22	" Southwick	3	7 15	12 00	5 59					
" Avon	37	8 22	12 00	7 37	" Southwick	3	7 15	12 14	6 17					
" Westogue	40	8 31	12 36	7 49	" Granby	3	7 45	12 36	6 33					
" Simsbury	42	8 31	12 50	8 01	" Sinsbury	3	7 49	12 36	6 41					
" Southwick	45	8 43	12 50	8 10	" Avon	3	8 08	1 00	6 57					
" Westfield	57	9 18	1 25	8 35	" Farmington	3	8 20	1 08	7 10					
" Southampton	68	9 44	1 53	9 03	" Plainville	3	8 38	1 10	7 27					
" East Hampton	76	9 56	2 06	9 18	" Plantsville	3	8 44	1 10	7 32					
" Northampton	79	10 01	2 12	9 23	" Hitchcock's	3	8 55	1 36	7 42					
" Florence	83	10 06	2 17	9 28	" Cheshire	3	9 10	1 30	7 57					
" Leeds	89	10 10	2 22	9 32	" Mount Carmel	3	9 14	1 50	8 02					
" Haydensville	97	10 13	2 25	9 35	" Ives	3	9 32	2 05	8 20					
Arr. Willamsburg	84	A. M. P. M. P. M. P. M.			Arr. New Haven		A. M. P. M. P. M. P. M.			COLLINSVILLE BRANCH. Trains leave Farmington for Unionville, Burlington, and Collinsville 8 30 a. m., 12 56 and 7 20 p. m., arriving at Collinsville 8 50 a. m., 1 16 and 7 40 p. m. Leave Collinsville for Farmington & intermediate stations 7 50 and 11 40 a. m., 6 25 p. m., arriving at Farmington 8 12 a. m., 12 00 noon, and 6 45 p. m.				

79 HOUSATONIC RAILWAY.

DAVID LEAVITT, President, Bridgeport, Ct. C. K. AVERILL, Sec'y and Treas., Bridgeport, Ct.
H. W. FRANKLIN, Superintendent, Bridgeport, Ct. H. D. AVERILL, Gen. Ticket Ag't, Bridgeport, Ct.
H. C. COGSWELL, Gen. Freight Agent, Bridgeport, Ct.

Trains Leave.					Trains Arrive.				
Spcl	Trains	Pas	Pas	Mls	STATIONS.	Frs.	Pas	Pas	Milk
A. M.	A. M.	P. M.	A. M.	A. M.	Bridgeport		P. M.	P. M.	A. M. P. M.
	5 40	10 30	0	0	Stepney		2 15	8 55	6 50
	6 10	10 50	10	10	Botsford		1 40	8 20	6 20
	6 25	11 00	15	15	Newtown		1 36	8 00	6 10
	6 37	11 10	19	19	Hawleyville		1 24	7 45	6 00
	6 51	11 20	23	23	Brookfield		1 12	7 30	5 50
	7 10	11 36	29	29	New Milford		12 54	7 10	5 35
	7 28	11 51	35	35	Merwinsville		12 38	6 45	5 20
	8 06	12 21	42	42	Kent		12 22	6 25	A. M. 6 24
	8 24	12 36	48	48	Cornwall Bridge		11 47	6 00	5 59
	8 48	12 55	57	57	West Cornwall		11 29	5 35	5 34
	9 03	1 05	61	61	Falls Village		11 16	5 20	5 14
	9 20	1 22	67	67	Canaan		11 02	5 00	5 04
	9 38	1 36	73	73	Ashley Falls		10 47	4 40	4 34
	9 46	1 41	75	75	Sheffield		10 40	4 30	4 24
	9 58	1 50	79	79	Barrington		10 32	4 20	P. M. 4 14
	10 05	1 57	81	81	Van Deusenville		10 14	4 00	6 45
	10 10	2 01	85	85	Housatonic		10 04	3 51	6 36
	10 15	2 05	88	88	Glendale		10 01	3 45	6 29
	10 20	2 09	92	92	Stockbridge		9 53	3 35	6 22
	10 25	2 13	93	93	South Lee		9 47	3 27	6 16
	10 30	2 17	95	95	Lee		9 42	3 19	6 10
	10 35	2 20	99	99	Lenox Furnace		9 39	3 06	6 00
	10 40	2 24	101	101	Lenox		9 23	3 00	5 53
	10 45	2 27	102	102	Dewey's		9 18	2 55	5 48
	10 50	2 30	106	106	Pittsfield		9 10	2 45	5 40
	10 55	2 33	110	110			9 00	2 35	5 30
A. M. A. M. P. M. P. M.					ARRIVE	[LEAVE]	A. M. P. M. P. M. P. M.		

State Line Branch.—A train leaves State Line for West Stockbridge at 8 10 a. m. and 2 45 p. m.; for Van Deusenville at 8 10 a. m. Returning, leaves West Stockbridge for State Line at 7 50 a. m. and 2 34 p. m.; leaves Van Deusenville for State Line at 2 14 p. m.

- 1 Connects with New York and New Haven Railway.
- 2 Connects with Naugatuck Railway.
- 3 Branch to West Stockbridge and State Line.
- 4 Connects with Boston and Albany Railway.

80 NAUGATUCK RAILWAY.

E. F. BISHOP, President, Bridgeport, Ct. A. Y. BEACH, Gen. Ticket Agent, Bridgeport, Ct.
H. NICHOLS, Treasurer, " J. POTTER, Chief Clerk, "
G. W. BEACH, Gen. Superintendent, " R. POST, Master Mechanic, "
B. SOULE, Freight Agent, "

Trains Leave.					Trains Arrive.				
Milk	Mix	Pas	Pas	Mls	STATIONS.	Frs.	Milk	Mix	Pas
A. M. P. M.	P. M. A. M.				New York		A. M. P. M.	P. M. P. M.	
	4 30	3 00	8 00		New Haven		11 25	12 50	7 20
					Bridgeport		10 20	5 50	
	7 20	5 16	10 16	0	Stratford		61	9 55	4 57
	7 35	5 29	10 26	3	Junction		58	9 44	4 45
	7 43	5 36	10 33	4	Derby		57	8 25	9 38
	8 41	7 39	10 57	13	Ansonia		46	8 03	9 14
	9 05	7 47	11 06	15	Seymour		42	7 50	9 05
	9 45	8 08	11 17	19	Beacon Falls		38	7 45	8 50
	9 52	8 19	11 27	23	Naugatuck		37	7 38	8 38
	10 05	8 23	11 38	26	Union City		35	7 24	8 26
	10 30	8 35	11 55	32	Waterbury		34	7 20	8 21
	10 40	7 00	12 04	34	Waterville		29	7 10	8 10
	11 05	7 28	12 24	41	Plymouth		27	7 58	3 02
	11 26	7 53	12 48	49	Camp's Mills		20	7 38	2 43
	11 36	8 03	12 58	52	Litchfield		15	7 16	2 20
	12 01	8 18	1 13	57	Wolcottville		12	7 06	2 11
	12 30	8 30	1 25	61	Winsted		9	6 51	1 56
P. M. P. M. P. M. P. M.					ARRIVE	[LEAVE]	A. M. A. M. P. M. P. M.		

On Saturday night a train leaves Bridgeport, 8 40 p. m., arriving at Winsted, 12 14 a. m. Leaves Winsted, Sunday, 4 00 p. m., arriving at Bridgeport, 7 37 p. m.

- CONNECTIONS.
- 1 Connects with Housatonic Railway.
 - 2 With New York and New Haven Railway.
 - 3 With Hartford, Providence and Fishkill Railway.

81 SOUTHERN CENTRAL RAILROAD.

J. H. CHEDELL, President. | W. H. SEWARD, Jr., Treasurer.
 H. N. LOCKWOOD, Secretary. | J. LEWIS GRANT, Superintendent.
 General Offices, Auburn, N. Y.

OPEN FROM AUBURN TO OWEGO.

Leave.			Arrive.		
Mail	Acc.	Mls	Mis	Mail	Acc.
May 23, 1870.					
STATIONS.					
P. M.	A. M.			A. M.	P. M.
3 50	8 30	0	68	11 40	8 15
4 15	9 05	7	61	11 05	7 45
4 28	9 20	11	57	10 45	7 30
4 40	9 35	14	54	10 35	7 20
4 55	9 50	18	50	10 15	7 05
5 05	10 00	21	47	10 00	6 50
5 25	10 20	27	41	9 40	6 30
5 35	10 30	31	37	9 28	6 18
5 43	10 40	33	35	9 20	6 10
6 00	10 50	36	32	9 10	6 00
6 25	11 10	42	26	8 50	5 35
6 35	11 18	44	24	8 42	5 25
6 50	11 30	48	20	8 30	5 10
7 05	11 45	52	16	8 10	4 50
7 25	12 05	58	10	7 55	4 35
7 40	12 20	63	5	7 40	4 20
8 10	12 45	68	0	7 20	4 00
P. M.	P. M.		ARRIVE	LEAVE	A. M.

CONNECTIONS

¹ At Auburn with
New York Cen-
tral Railroad.
² At Owego with
trains on Erie
Railway.

82 NEW YORK AND OSWEGO MIDLAND RAILROAD.

ADDISON DAY, Superintendent. | W. H. WEED, Gen. Ticket Agent.

Trains Leave.			May, 1870.			Trains Arrive.		
Exs.	Mail	Mis	Mis	Mail	Exs.			
STATIONS.								
P. M.	A. M.			P. M.	P. M.			
4 10	8 15	0		Oswego	9 9			
4 30	8 33	5		Seneca Hill	9 4			
4 50	8 53	11		Fulton	9 58			
5 15	9 18	19		Pennellville	10 24			
5 27	9 30	22		Caughdenoy	10 13			
5 51	9 53	29		West Monroe	11 50			
6 00	10 03	31		Constancia	11 40			
6 20	10 20	36		Cleveland	11 20			
6 40	10 49	46		North Bay	11 00			
6 57	10 58	53		State Bridge	10 43			
7 05	11 05	55		Dnrhamville	10 37			
7 10	11 10	57		arr } Oneida {	10 30			
7 20	11 20	57		lve } arr	10 25			
7 55	11 58	66		Munnsville	9 50			
8 20	12 22	73		Morrisville Station	9 25			
8 30	12 33	76		Eaton	9 13			
8 58	12 58	84		Earlville	8 50			
9 11	1 10	83		Smyrna	8 37			
9 24	1 22	92		J'n U. C. & S.V. R.R.	8 23			
9 59	1 45	99		Norwich	8 00			
10 20	2 15	107		Oxford	7 30			
P. M.	P. M.		ARRIVE	LEAVE	A. M.			

83 DELAWARE AND HUDSON CANAL COMPANY.

ALBANY AND SUSQUEHANNA RAILROAD DEPARTMENT.

JOSEPH H. RAMSEY, President, Albany, N. Y. | J. W. VAN VALKENBURGH, Supt., Albany, N. Y. | C. W. WENTZ, Chief Engineer, Albany, N. Y.
 W. L. M. PHELPS, Secretary and Treasurer, Albany, N. Y. | S. E. MAYO, Gen. Ticket Agent, Albany, N. Y. | R. C. BLACKALL, Master Mechanic and Master Car-Builder, Albany, N. Y.
 G. W. CHURCH, Gen. Freight Agent, Albany, N. Y.

Albany to Binghamton.

Binghamton to Albany.

May 2, 1870.

STATIONS.						STATIONS.						CONNECTIONS.					
Mis	Mix	Exs.	Mix	Mix	Mix	Mix	Exs.	Mix	Exs.	Mix	Mix	Mix	Mix	Mix	Mix	Mix	
Lve. Albany						Lve. Binghamton											
0	5 30	7 45	2 15	5 15	9 00	3 15	7 30	7 45	2 00	7 00	¹ Connects with N. Y. Cen. Bost., Northern, Harlem and Hudson R. R. Ws.						
6	5 58	8 00	2 43	5 36	9 11	3 45	7 48	8 25	2 30	7 23	² Connects with Schoharie Valley, and Middleburgh & Schoharie Railways, and stages for Gilboa, Moresville, Roxbury, Livingstonville, Preston Hollow, Cooksburgh, Durham and Oakhill.						
7	6 07	8 08	2 35	5 42	9 34	4 05	8 00	8 42	2 00	7 38	³ Stages for Summit, Jefferson, Stamford & Hobart.						
11	6 26	8 20	2 43	5 58	9 52	4 32	8 15	9 10	1 30	7 00	⁴ With St'gs for Charlottev.						
14	6 41	8 35	2 50	6 10	10 03	4 58	8 32	9 43	2 50	8 23	⁵ With St'gs for Fergusonv. Davenport and Bloomv.						
17	7 00	8 38	3 00	6 25	10 23	5 36	8 50	10 14	3 05	8 45	⁶ With C. & S. V. R. R.						
24	7 45	8 58	3 18	6 54	10 57	6 10	9 08	10 42	3 20	9 08	⁷ With Stages for Delhi.						
27	8 00	9 07	3 23	7 15	11 10	6 31	9 20	11 08	3 32	9 25	⁸ Connects with Stages for Morris and New Berlin.						
31	8 20	9 20	3 35	7 31	11 30	6 54	9 32	11 30	3 45	9 41	⁹ With Stages for Franklin, Walton and Gilbertsville.						
36	8 45	9 34	3 48	8 10	11 55	7 17	9 45	11 50	3 57	9 57	¹¹ With Stages for Norwich Greene and Oxford.						
39	9 00	9 42	3 56	8 21	12 11	7 40	10 00	12 20	4 10	10 15	¹² With Erie R. W. to southern tier counties, & the West, South & Southw. also Delaware, Lackaw. and Western Railway, and Syracuse and Binghamton Railway.						
45	9 28	10 00	4 10	8 41	12 38	8 20	10 21	12 55	4 30	10 45							
50	9 53	10 15	4 25	9 00	1 03	8 33	10 28	1 12	4 37	4 15							
57	10 35	10 35	4 47	9 28	1 38	8 53	10 38	1 32	4 47	4 32							
62	11 20	10 50	4 54	9 43	2 00	9 20	10 53	2 00	5 00	5 02							
67	11 43	11 05	5 10	10 03	2 26	9 38	11 05	2 15	5 10	5 17							
70	12 00	11 15	5 18	10 18	2 42	10 03	11 20	2 40	5 22	5 40							
75	12 25	11 28	5 37	10 37	3 08	10 35	11 32	3 02	5 34	6 00							
79	12 42	11 38	5 43	10 50	3 25	11 08	11 52	3 36	5 52	6 20							
82	12 52	11 40	5 50	11 00	3 40	11 30	12 10	4 10	6 06	6 33							
90	1 35	12 20	6 13	11 33	4 34	11 52	12 25	4 38	6 20	6 48							
95	2 00	12 32	6 27	11 50	4 55	12 07	12 50	4 52	6 45	7 15							
99	2 21	12 43	6 40	12 10	5 13	12 27	1 00	5 16	7 00	7 27							
103	2 43	12 55	6 50	12 25	5 32	12 44	1 10	5 33	7 10	7 37							
108	3 20	1 08	7 07	12 44	6 10	12 55	1 20	5 45	7 20	7 45							
114	3 48	1 23	7 23	1 08	6 35	1 25	1 38	6 25	7 36	-8 03							
120	4 12	1 38	7 40	1 39	7 02	1 38	1 50	6 42	7 40	8 12							
127	4 40	1 55	8 00	1 50	7 30	1 55	1 55	6 55	7 50	8 20							
132	5 00	2 10	8 17	2 00	8 00	2 35	2 00	7 15	8 00	8 32							
136	5 18	2 20	8 27	2 10	8 25	2 42	2 10	7 22	8 10	8 36							
142	5 40	3 35	8 45	3 00	9 00	3 00	2 25	7 45	8 20	8 55							
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

Mixed train leaving Albany 9 00 p.m. runs daily, except Saturday. Mixed train leaving Binghamton 7 00 p.m. runs to Oneonto on Saturday, arriving there 10 45 p.m., and resuming its trip 4 00 a.m. on Monday. Other trains daily, except Sunday.

84 MIDDLEBURGH AND SCHOHARIE AND SCHOHARIE VALLEY RAILWAYS.

D. D. DODGE, President. | J. VROMAN, President.
 E. H. DUNHAM, Superintendent. | G. F. BRISTOL, Superintendent S. V. R. W.

Trains South.

Trains North.

STATIONS.						STATIONS.						CONNECTIONS.					
Mis	Pas.	Pas.	Pas.	Pss.	Pss.	Frs.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	
Lve. Schoharie						Lve. Middleburgh						¹ Connects at Schoharie with Albany and Susquehanna Railway.					
9 40	12 50	3 30	7 30			6 00	11 15	2 20	5 55	² At Middleburgh with Stages for North Blenheim, Gilboa, Livingstonville, &c.							
9 45	1 05	3 35	7 35			6 09	11 25	2 29	6 05								
9 50	1 10	3 40	7 40			6 18	11 35	2 37	6 15								
10 15	1 30	4 10	7 53			6 22	11 55	2 44	6 35								
10 20	1 35	4 15	7 57			6 31	12 10	2 56	6 50								
10 30	1 45	4 25	8 06			6 35	12 15	3 00	6 55								
10 40	1 55	4 35	8 15			6 40	12 20	3 05	7 00								
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

85 LONG BRANCH AND SEA SHORE RAILWAY.

Owned by New Jersey Southern Railroad.

N. B.—This line will be opened early in May, running four trips each way daily.

C. L. KIMBALL, Superintendent.

ROME, WATERTOWN AND OGDENSBURG RAILWAY.

W. C. PIERREPONT, President, M. MASSRY, Vice-Pres., 12 College Place, N. Y. C. C. CASK, Gen. Freight Agt., Watertown, N. Y. J. W. MOAK, General Superintendent. H. T. FRANK, Gen. Ticket Agt., "

Table with columns for Northward Bound Trains, May 23, 1870, and Southward Bound Trains. Includes stations like New York, Rome, and Ogdensburg, and connections to other railroads.

UTICA, CHENANGO AND SUSQUEHANNA RAILWAY.

LEWIS LAWRENCE, President, Utica, New York. W. H. CRISTMAN, General Freight Agent.

Table with columns for Trains Leave and Trains Arrive for Utica, Chenango and Susquehanna Railway. Includes stations like Utica, Norwich, and Waterville.

AVON, GENESEO AND MOUNT MORRIS RAILWAY.

WILLIAM KIDD, President. G. W. PHELPS, Gen. Supt., Mount Morris, N. Y.

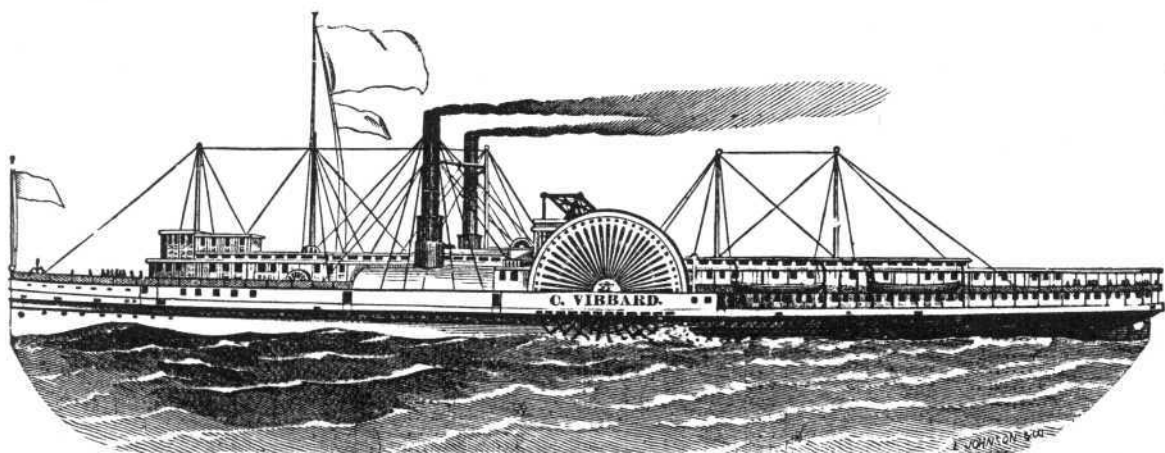
Table with columns for Trains Leave and Trains Arrive for Avon, Genesee and Mount Morris Railway. Includes stations like Mount Morris, Cuylerville, and Avon.

1 Connects with Stages for Nunda, Portage and Perry. 2 Connects with Buffalo Division of Erie Railway. 91 Brooklyn, Bath and Coney Island Railway. Trains leave Guntherville 7 30, 9 50 a.m., 12 10, 2 10, 3 50 and 5 30 p.m.

HUDSON RIVER BY DAYLIGHT.

1870.

ALBANY AND NEW YORK DAY LINE OF STEAMBOATS.



On and after June 1st, one of the splendid and justly celebrated Steamers,

C. VIBBARD AND DANIEL DREW,

Will leave NEW YORK and ALBANY every morning, Sundays excepted, landing at

YONKERS,	NEWBURG,	TIVOLI,
WEST POINT,	POUGHKEEPSIE,	CATSKILL,
CORNWALL,	RHINEBECK,	HUDSON,

CONNECTING WITH TRAINS OF

NEW YORK CENTRAL, ALBANY and SUSQUEHANNA,

AND

RENSSELAER AND SARATOGA RAILROADS.

ISAAC L. WELSH,

GENERAL TICKET AGENT,

VESTRY STREET PIER, N. Y.

NEW YORK AND HARLEM RAILWAY.

C. VANDERBILT, President.
 Wm. H. VANDERBILT, Vice-President.
 I. C. BUCKHOUT, Chief Eng. and Gen. Supt.

O. PINCKNEY, General Freight Agent.
 W. J. Van ARSDALE, General Ticket Agent.
 R. C. MOORE, Purchasing Agent.
 General Offices—New York City.

W. M. STRONG, Master Mechanic, N. Y. City.
 L. GAREY, Master Car Builder, Central Morrisania, N. Y.

Trains Going North.

May 23, 1870.

Trains Going South.

Trains Going North.										Trains Going South.									
STATIONS.										STATIONS.									
Mis	Mail	Pas	Exs.	Pas	Exs.	Pas	Pas	Pas	Pas	Frs.	Pas	Pas	Pas	Pas	Exs.	Pas	Pas	Mail	Exs.
Lve. New York 1										Lve. Montreal									
" 26th Street										" Ogdensburgh									
" 42d Street										" Burlington									
" Harlem										" Rutland									
" Mott Haven										" Bennington									
" Melrose										" Petetsburgh									
" Morrisania										" Berlin									
" Cent. Morrisania										" New Lebanon									
" Tremont										Arr. Chatham 4 Cors.									
" Fordham										Lve. Chatham 4 Cors.									
" William's B'dge 2										" Ghent									
" Wood Lawn										" Philmont									
" West Mt. Vernon										" Martindale									
" Bronxville										" Bain's									
" Tuckahoe										" Hillsdale									
" Scarsdale										" Copake									
" Hart's Corners										" Boston Corners									
" White Plains										" Mt. Riga									
" Kensico										" Millerton									
" Unionville										" Coleman's									
" Pleasantville										" Sharon									
" Chappaqua										" Amenia									
" Mt. Kisco										" Wassaic									
" Bedford										" Dover Plains									
" Katonah										" South Dover									
" Golden's Bridge										" Pawling									
" Purdy's										" Patterson									
" Croton Falls										" Townser's									
" Brewster's										" Dykeman's									
" Dykeman's										" Brewsters									
" Towner's										" Croton Falls									
" Patterson										" Purdeys									
" Pawling										" Golden's Bridge									
" South Dover										" Katonah									
" Dover Plains										" Bedford									
" Wassaic										" Mt. Kisco									
" Amenia										" Chappaqua									
" Sharon										" Pleasantville									
" Coleman's										" Unionville									
" Millerton										" Kensico									
" Mt. Riga										" White Plains									
" Boston Corners										" Hart's Corners									
" Copake										" Scarsdale									
" Hillsdale										" Tuckahoe									
" Bain's										" Bronxville									
" Martindale										" West Mt. Vernon									
" Philmont										" Wood Lawn									
" Ghent										" William's Bridge									
Arr. Chatham 4 Cors 3										" Fordham									
Lve. Chatham 4 Cors. 128										" Tremont									
" New Lebanon										" Cent. Morrisania									
" Berlin										" Morrisania									
" Petersburgh										" Melrose									
" Bennington										" Mott Haven									
Arr. Rutland										" Harlem									
" Burlington										" 42d Street									
" Ogdensburgh										Arr. 26th Street									
Arr. Montreal										" New York									

SCHEDULE OF EXTRA TRAINS.

Going North.						Going South.					
STATIONS.						STATIONS.					
Mis	A. M.	A. M.	P. M.	P. M.	P. M.	Frs.	A. M.	A. M.	P. M.	P. M.	P. M.
Lve. New York						Lve. Will'm's B'dge					
" 26th Street						" Fordham					
" 42d Street						" Tremont					
" Harlem						" Cent. Morrisania					
" Mott Haven						" Morrisania					
" Melrose						" Melrose					
" Morrisania						" Mott Haven					
" Cent. Morrisania						" Harlem					
" Tremont						" 42d Street					
" Fordham						Arr. 26th Street					
Arr. Will'm's B'dge						" New York					

† Passengers take city cars at Astor House 30 minutes earlier than time given above for leaving 26th Street.

1 Connects with Railways diverging from New York.
 2 Connects with Local and Foreign Steamers.
 3 New York and New Haven Railway diverges.
 4 Junction of Boston and Albany Railway for Springfield, Worcester, Boston, and all points East.
 5 Junction of the Hudson and Boston Railway.
 6 With Bennington and Rutland Railway, for Rutland, Burlington, Ogdensburgh and Montreal.
 7 Connects with Hudson River Railway.
 8 Connects with New York Central Railway for all points West and South-West.
 9 Connects with Rensselaer and Saratoga Railway.
 10 Connects with Albany and Susquehanna Railway.
 11 Connects with Boston and Albany Railway.
 12 Connects with Troy and Boston Railway.
 13 Connects with Rensselaer and Saratoga Railway.
 14 Steamboats—New York and River ports.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

HUDSON RIVER DIVISION.

JORNELIUS VANDERBILT, President, New York. J. M. TOUCEY, Gen. Superintendent, New York. C. H. KENDRICK, Gen. Ticket Agt., New York. Wm. H. VANDERBILT, Vice-Pres., " JESSE BURDETT, Asst. Supt., " JOHN MULFORD, Gen. Freight Agt., "

Trains Leave.

May 23, 1870.

Trains Arrive.

Table with columns for Exs., Spcl., Acc., Mls., and Stations. Includes stations like Manhattan, Fort Washington, Inwood, Spuyten Duyvil, Riverdale, Mount St. Vincent, Yonkers, Glenwood, Hastings, Dobbs Ferry, Irvington, Tarrytown, Scarborough, Sing Sing, Croton, Montrose, Peekskill, Fort Montgomery, Garrison's, Cold Spring, Cornwall Station, Fishkill, Low Point, New Hamburg, Milton Ferry, Poughkeepsie, Hyde Park, Staatsburgh, Rhinebeck, Barrytown, Tivoli, Germantown, Catskill Station, Hudson, Stockport, Coxsack Station, Stuyvesant, Schodack, Castleton, East Albany, Albany, and Troy.

YONKERS SPECIAL TRAINS.

Trains leave New York, 30th Street Depot, for

Trains leave for New York from

Table listing departure and arrival times for various stations including Manhattan, Fort Washington, Inwood, Spuyten Duyvil, Riverdale, Mount St. Vincent, Yonkers, and Albany.

Sing Sing Special Trains leave New York 5 30 p.m. and 7 00 p.m., stopping at Yonkers and all stations north of Yonkers, arriving at Sing Sing 6 45 p.m. and 8 20 p.m. Leave Sing Sing for New York 6 20 a.m. and 7 55 a.m., arriving at New York 7 45 a.m. and 9 10 a.m.

Peekskill Special Trains leave 30th Street daily, (except Sundays,) stopping at Yonkers and stations north of Yonkers 9 45 a.m., 1 15 and 6 15 p.m., arriving at Peekskill 11 25 a.m., 5 55 and 8 05 p.m. Leave Peekskill for New York, stopping at all stations between Peekskill and Yonkers, 6 35 and 8 20 a.m., 2 20 p.m., arriving at New York 8 15 and 9 40 a.m., 4 05 p.m.

Emigrant Train leaves New York daily, (except Sunday,) 8 15 p.m., arriving at East Albany 6 15 a.m.

Albany and Poughkeepsie Accommodation leaves Poughkeepsie going north 5 30 a.m., arriving at Albany 10 30 a.m. Leaves East Albany 1 00 p.m., arriving at Poughkeepsie 5 45 p.m.

Albany and Troy Local Trains. Trains leave Albany (Maiden Lane) 7 10, 8 45 and 10 30 a.m., 12 10, 1 45, 2 30, 3 30, 4 30, 5 20 and 7 00 p.m.; Union Depot, 7 15, 8 52 and 10 37 a.m., 12 17, 1 52, 2 37, 3 37, 4 37, 5 27, 7 07 and 10 30 p.m., arriving at Troy 7 45, 9 26 and 11 05 a.m., 12 45, 1 20, 3 05, 4 05, 5 05, 5 55, 7 35 and 11 00 p.m.

Leave Troy for Albany 6 30, 8 00, 9 45 and 11 20 a.m., 12 20, 1 40, 2 40, 3 40, 4 30, 6 10 and 8 00 p.m., arriving at Union Depot, Albany, 3 55, 8 25, 10 10 and 11 48 a.m., 1 18, 2 08, 3 08, 4 08, 4 58, 6 38 and 8 30 p.m., at Maiden Lane 7 00, 8 30, 10 15 and 11 55 a.m., 1 25, 2 15, 3 15, 4 15, 5 05 and 6 45 p.m.

At New York with Railways and Steamboat Lines. At Irvington with Ferry to Piermont. At Tarrytown with Ferry to Nyack. At Garrison's with Ferry to West Point. At Fishkill with Ferry to Newburg; also with Western Division of Boston, Hartford and Erie Railway.

6 Connects with Hudson and Boston Railway. 7 Connects with New York Central Railway. 7 Connects with Albany and Susquehanna Railway. 8 Connects with Troy and Boston Railway. 8 Connects with Rensselaer and Saratoga Railway.

95 NEW YORK CENTRAL AND HUDSON RIVER RAILROAD—Continued.

SCHEDULE OF TIME FROM NEW YORK AND BOSTON, VIA ROCHESTER AND SUSPENSION BRIDGE, TO DETROIT AND CHICAGO.

Trains Leave.										May 23, 1871.										Trains Arrive.									
Em.					Exs.					Spcl.					Exs.					Exs.					Spcl.				
STATIONS.										STATIONS.										STATIONS.									
lve New York arr										lve Boston arr										lve Troy ¹ arr									
lve Albany ² arr										lve Utica ⁴ arr										lve Rome ⁸ arr									
lve Syracuse ⁸ arr										lve Rochester ² lv										lv Rochester ar									
lv Spencerport										lv Adams Basin										lv Brockport									
lv Holley										lv Murray										lv Albion									
lv Knowlesville										lv Medina										lv Middleport									
lv Gasport										lv Lockport										lv Lockport Junction									
lv Sanborn										lv Suspen ⁿ Br. ¹⁰										lv Niagara Falls									
lv lve Sup. Br. arr										lv lve Detroit lv										lv Chicago lv									

BUFFALO, LOCKPORT, SUSPENSION BRIDGE AND LEWISTON.

Trains leave Buffalo, foot of Erie Street, for Ferry, Black Rock, Tonawanda, La Salle, Niagara Falls and Suspension Bridge, 9 00 and 11 20 a.m., 3 15 and 7 00 p.m., arriving at Niagara Falls 10 00 a.m., 12 30, 4 45 and 8 00 p.m.; at Suspension Bridge 10 10 a.m., 12 30, 4 55 and 8 10 p.m. Leave Buffalo for Lockport and intermediate stations 6 00 a.m. and 4 00 p.m., arriving at Lockport 7 35 a.m. and 5 20 p.m. A train leaves Buffalo for Lewiston 9 05 a.m., arriving at Lewiston 10 30 a.m.; returning, a train leaves Lewiston 11 20 a.m., arriving at Buffalo 2 10 p.m. Trains leave Suspension Bridge for Buffalo 8 50 a.m., 1 00 and 6 50 p.m., arriving at Buffalo 10 00 a.m., 2 10 and 8 00 p.m. Trains leave Lockport for Buffalo 9 25 a.m. and 9 05 p.m., arriving at Buffalo 10 40 a.m. and 10 35 p.m. Distance from Buffalo to Suspension Bridge 24 miles.

CANANDAIGUA, BATAVIA AND TONAWANDA.

Trains leave Canandaigua for Batavia and intermediate stations 10 20 a.m., 6 05 p.m., arriving at Batavia 2 10 and 8 55 p.m.; leave Batavia for Canandaigua 7 00 a.m. and 4 15 p.m., arriving at Canandaigua 9 40 a.m. and 8 30 p.m. Train leaves Batavia for Tonawanda and Buffalo 6 25 a.m., arriving at Tonawanda 9 15 a.m.; Buffalo 11 00 a.m. A train leaves Buffalo for Batavia 2 30 p.m., arriving at Batavia 4 45 p.m. Distance from Canandaigua to Batavia 50 miles.

LAKE ONTARIO BRANCH.

Trains leave Rochester at 8 00 a.m., 1 45 and 6 05 p.m. Leave Charlotte at 9 10 a.m., 3 45 and 7 00 p.m.

BATAVIA AND ATTICA BRANCH.

Leave Batavia at 8 50 a.m., 1 50 and 7 15 p.m. Leave Alexander at 9 05 a.m., 2 10 and 7 35 p.m. Arrive at Attica 9 15 a.m., 2 20 and 7 45 p.m. Leave Attica 8 00 a.m., 12 30 and 5 30 p.m. Leave Alexander 8 10 a.m., 12 40 and 5 40 p.m. Arrive at Batavia at 8 30 a.m., 1 00 and 6 00 p.m.

N. B.—Extra Accommodation trains leave Rochester for Suspension Bridge and Niagara Falls 6 00 a.m. and 12 10 p.m., arriving at Suspension Bridge 10 25 a.m. and 4 00 p.m. An Accommodation train leaves Niagara Falls 4 30 p.m., Suspension Bridge 4 40 p.m., arriving at Rochester 8 30 p.m.

Connections of New York Central R.R.—¹ At Troy with Troy & Boston and Rennselaer & Saratoga R.R.'s. ² At Albany with Hudson River, Boston & Albany, New York & Harlem, and Rennselaer & Saratoga R.R.'s, also with day & night steamers on Hudson River. ³ At Chenectady with Schenectady Div. of Renn. & Saratoga R.R. ⁴ At Utica with Utica & Black River, and Utica, Chenango & Susquehanna R.R.'s. At Rome with Rome, Watertown & Ogdensburg R.R. ⁵ At Syracuse with Oswego and Syracuse, and Syracuse, Binghamton & N.Y. R.R.'s. At Rochester with Branch to Charlotte, when connection is made with steamer for all points on Lake Ontario and the St. Lawrence River. ⁶ At Batavia with Batavia & Attica Branch; crossing also of the Canandaigua, Batavia and Towanda Div. ⁷ At Buffalo with Lake Shore & Michigan, southern R.R. for Chicago and all points West, Southwest & Northwest; also by ferry with Grand Trunk R.R. for Detroit, Chicago, etc. ⁸ At Suspension Bridge with Great Western R.R. of Canada and the North Shore route to Detroit, Chicago and all Western cities.

6 TROY AND BOSTON RAILWAY.

D. T. VAIL, President. F. CHURCH, Master Mechanic. R. V. COON, Master of Car Rep'r's. W. MOSELEY, Gen. Supt. and Purchasing Agent.

Trains Leave.										May 2, 1870.										Trains Arrive.														
Acc.					Exs.					Mail					Mls.					Exs.					Acc.					Mail				
STATIONS.										STATIONS.										STATIONS.														
Troy ¹										Lansingburgh										Grant's														
Schaghticoke										Valley Falls										Johnsonville														
Buskirk's										Eagle Bridge										Hoosick Junction														
State Line										Hoosick Falls										Hoosick														
Petersburgh										North Pownal										Williamstown														
Blackinton										North Adams ²																								

With R.R.'s diverging from Troy. ² With Pittsfield & North Adams R.R.

98 SYRACUSE, BINCHAMTON & NEW YORK RAILWAY.

Hon. SAM'L SLOAN, Pres., N. Y. O. WELCH, G. T. Agt., Syracuse. E. F. HOLDEN, V.-Pres. Syracuse. W. B. PHELPS, Supt., Syracuse.

Leave.										STATIONS.										Arrive.									
Pass					Pass					Mls.					Frts.					Pass					Pass				
Syracuse ¹										Jamesville										Lafayette									
Apulia										Tully										Preble									
Little York										Homer										Cortland									
Blodgett's Mills										State Bridge										Marathon									
Killawog										Lisle										Whitney's Point									
Chenango Forks										Chenango										Binghamton ²									

¹ With Oswego and Syracuse R.R. ² With New York and Erie R.R. ³ With the New York Central R.R. ⁴ With Del., Lack. and West. R.R.

99 OSWEGO AND SYRACUSE RAILWAY.

F. T. CARRINGTON, Pres., Oswego. R. A. HENRY, Gen. P. Agt., N. Y. Hon. SAM'L SLOAN, V.-Pres., N. Y. B. A. HEGEMAN, G. F. A., N. Y. W. B. PHELPS, Supt., Syracuse. A. J. ODELL, Treasurer, N. Y. C. E. CARRYL, Secretary, New York.

Leave.										STATIONS.										Arrive.									
Pass					Pass					Mls.					Frts.					Pass					Pass				
Oswego ¹										Fulton										Lamson's									
Baldwinsville										Syracuse ²																			

¹ With steamboats to ports on Lake Ontario and the St. Lawrence. ² With Syracuse, Binghamton and New York Railway. ³ With New York Central R'way.

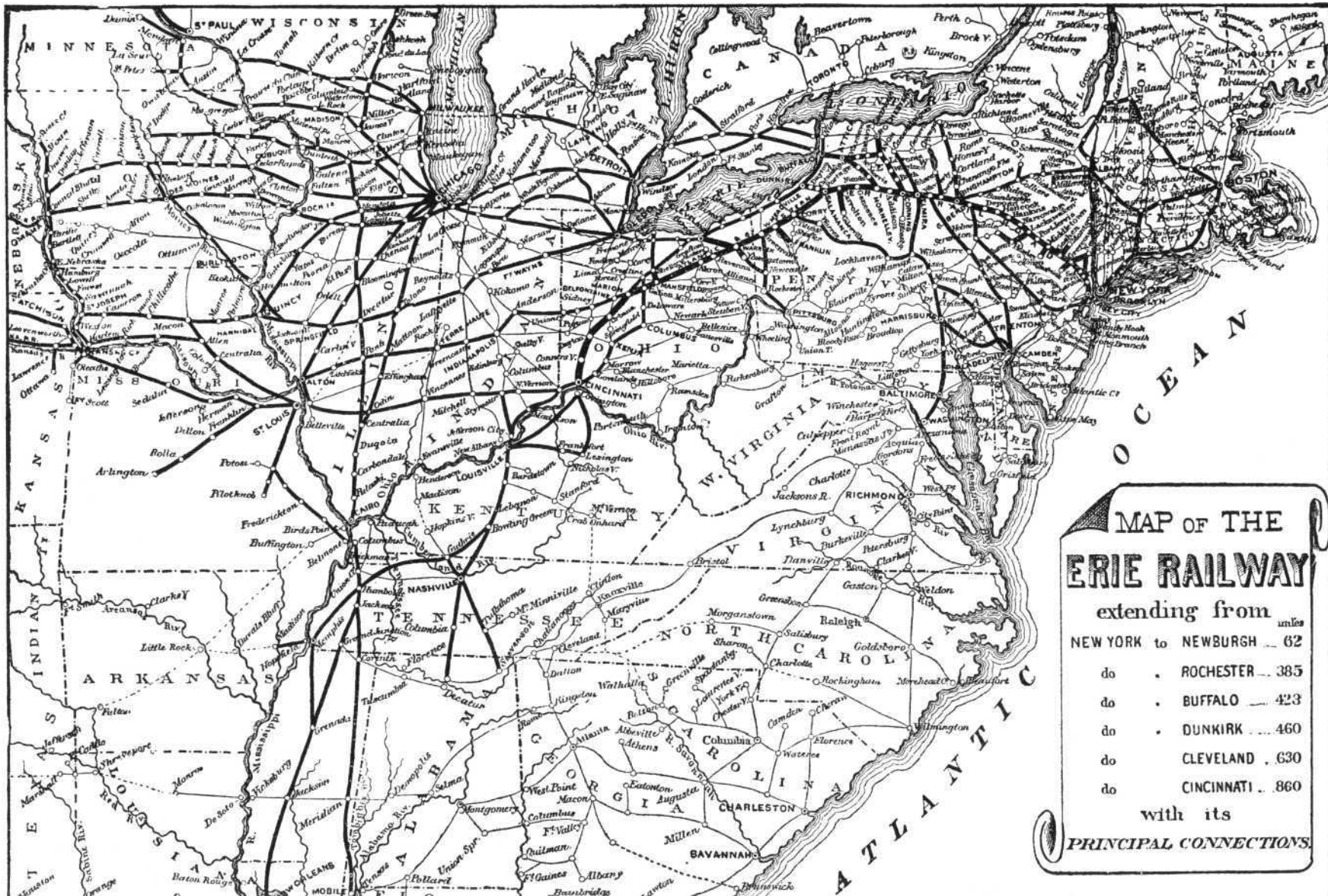
7 UTICA AND BLACK RIVER RAILWAY.

JOHN THORN, President. H. CROCKER, Supt., Utica, N. Y.

Trains Leave.										Nov. 15, 1869.										Trains Arrive.									
Mxd					Pass					Mls.					Frts.					Mxd					Pass				
STATIONS.										STATIONS.										STATIONS.									
Utica										Marcy										Stittville									
Trenton										Trenton Falls										Remsen									
Stauben										Boonville										Hulbert's Mills									
Port Leyden										Lyons Falls										Lowville									

Connects with the New York Central Railway.

STANDARD OF TIME.—Clock in Superintendent's Office at Syracuse.



MAP OF THE
ERIE RAILWAY

extending from

	in miles
NEW YORK to NEWBURGH	62
do . ROCHESTER	385
do . BUFFALO	423
do . DUNKIRK	460
do . CLEVELAND	630
do . CINCINNATI	860

with its
PRINCIPAL CONNECTIONS

ERIE RAILWAY.

BROAD GAUGE, DOUBLE TRACK ROUTE

BETWEEN THE ATLANTIC CITIES AND THE

SOUTH, SOUTH-WEST, WEST AND NORTH-WEST.

361 MILES WITHOUT CHANGE OF CARS

BETWEEN NEW YORK AND ROCHESTER, BUFFALO, DUNKIRK, SALAMANCA, CORRY, MEADVILLE, MANSFIELD, GALION, CLEVELAND, DAYTON, HAMILTON AND CINCINNATI.

FOUR EXPRESS TRAINS DAILY EACH WAY.

WESTWARD.

Trains leave Depots foot of Chambers St. and foot of Twenty-third St., New York, and Long Dock Depot, Jersey City, as follows:

- 8 00 a.m., Express Mail, from Chambers St.—7 45 a.m. from 23d St. Ferry; Jersey City, 8 15 a.m. daily (Sundays excepted); Susquehanna 5 58 p.m. (dinner); arrives Dunkirk 7 20 a.m.; Buffalo, 5 25 a.m.; Meadville, 9 20 a.m. (breakfast); Cleveland 2 30 p.m.
N.B.—Sleeping Cars are attached to this train at Susquehanna, running through to Meadville and Buffalo without change.
- 8 00 a.m., Newburgh Express—via Cornwall, daily, except Sundays, arriving at Newburgh 11 30 a.m.
- 8 30 a.m., Way Train, from 23d St. Depot—8 45 a.m. Jersey City (daily), for Greycourt and intermediate stations, reaching Greycourt 12 40 p.m. On Sundays this train runs to Middletown, arriving there 12 06 p.m.
- 10 00 a.m., Day Express, from Chambers St.—9 45 from 23d St. Ferry—Jersey City, 10 15 a.m., daily (Sundays excepted), Susquehanna, 4 20 p.m. (dinner); Hornellsville, 8 47 p.m. (supper); arrives at Rochester 11 40 p.m.; Buffalo 11 45 p.m.; Dunkirk, 1 48 a.m.; Meadville, 2 05 a.m.; Cleveland, 5 45 a.m.; Cincinnati 4 30 p.m. New and improved Drawing-Room Coaches, through to Buffalo, run on this train. Sleeping Cars are also attached at Hornellsville, running through to Cleveland and Galion without change. Connections are made at Buffalo, Dunkirk, and Cleveland with trains on the Lake Shore and Michigan Southern Railway, for the West and Northwest; at Cincinnati with the Ohio and Mississippi R. R., and Louisville Short Line Railway, and Cincinnati and Louisville U. S. Mail Line Steamers, for the South and Southwest.

- 11 30 a.m., Way Train, from foot of Chambers St.; 11 15 foot of 23d St.; Jersey City, 11 45 a.m., daily, except Sunday, for Port Jervis and intermediate stations.
- 3 30 & 4 30 p.m., Newburgh Express, daily, except Sundays, from foot of Chambers Street—3 15 and 4 15 p.m. foot of 23d Street; Jersey City, 3 45 & 4 45 p.m., arriving at Newburgh 6 05 & 7 15 p.m.
- 3 30 p.m., Way Train—3 15 p.m. from 23d Street Depot—Jersey City 3 50 p.m. (Sundays excepted), for Middletown and intermediate stations, arriving at Middletown 7 11 p.m.
- 4 30 p.m., Orange Co. Express—Jersey City 4 45 p.m. (Sundays excepted), stopping only at Newburgh Junction, Turner's, and stations west of Turner's, arriving at Port Jervis 8 15 p.m.
- 5 00 and 6 00 p.m., Suffern Trains, daily, (Sundays excepted), stopping at all stations, and reaching Suffern 6 38 and 7 45 p.m.
- 5 30 p.m., Night Express—6 15 p.m. from 23d St. Depot—Jersey City, 5 50 p.m., daily (Sundays excepted), stopping at Turner's 7 57 p.m. (supper); Hornellsville 7 24 a.m. (breakfast). At Hornellsville this train is overtaken and merged with train leaving New York 7 00 p.m.
- 7 00 p.m., Night Express, from Chambers Street; 6 45 p.m. from 23d Street Depot; Jersey City, 7 20 p.m., daily, (except that the Saturday evening train will not connect for Rochester), stopping at Turner's 9 10 p.m. (supper); Hornellsville, 7 40 a.m. (breakfast); Rochester 11 10 a.m.; Buffalo, 12 05 p.m.; Dunkirk 1 25 p.m.; Meadville, 2 30 p.m. (dinner); Cleveland 7 20 p.m.; Cincinnati, 6 30 a.m.

Magnificent Day and Night Coaches, peculiar to this line, accompany this train from New York to Rochester, Buffalo, and Cincinnati, without change.

- 7 30 p.m., Through Emigrant Train, from Chambers street; 7 15 p.m. from Twenty-third street; Jersey City 7 45 p.m. (daily), to Rochester, Buffalo, Dunkirk, Cleveland, Cincinnati and the West.

EASTWARD.

- Cincinnati Express—(Daily, Sundays excepted), leaves Cincinnati from Depot, corner of Fifth and Hoadley streets, at 7 00 a.m. (Columbus time); Cleveland, from A. & G. W. Division Depot, at 3 35 p.m. (Columbus time); Dunkirk, from Union Depot, at 9 45 p.m. (New York time); Buffalo, from Depot corner Exchange and Michigan streets at 11 20 p.m. (New York time); arrives at Susquehanna 7 55 a.m. (breakfast), Turner's 1 20 p.m. (dinner), New York 3 40 p.m.
A Sleeping-Coach is attached to this train at Meadville, running through to New York, and one at Buffalo, running through to Susquehanna.
- Lightning Express—Daily, from Cincinnati, Cleveland, Dunkirk and Buffalo, and daily, Sundays excepted, from Rochester. Leaves Cincinnati 9 45 p.m., Cleveland 7 25 a.m., Dunkirk 1 30 p.m., Buffalo 2 50 p.m., Rochester 4 00 p.m., arriving at Hornellsville 6 19 p.m. (supper), Corning 7 52 p.m., New York 7 10 a.m.
Sleeping-Coaches are attached to this train at Cincinnati, Buffalo, and Rochester, running through to New York without change.
- Day Express—Daily, except Saturdays, from Cleveland, and daily, except Sundays, from Buffalo and Rochester. Leaves Cleveland at 10 25 p.m., Buffalo 9 00 a.m., Rochester 7 15 a.m.; arrives at Hornellsville 10 03 a.m., Corning 11 25 a.m., Susquehanna 2 30 p.m. (dine), Turner's 7 42 p.m. (supper), New York 9 40 a.m.
New and improved Drawing-room Coaches are attached to this train at Buffalo, running through to New York, and Sleeping-Coaches are attached at Cleveland, running through to Hornellsville.
- Night Express, Sundays excepted, leaves Buffalo 6 25 p.m.; Turner's (breakfast), 8 50 a.m., arriving at New York 11 10 a.m.
- New York and Baltimore Mail—Daily, except Sundays, leaves Buffalo and Dunkirk at 7 30 a.m., and Rochester 9 20 a.m., arriving at Hornellsville 11 58 a.m. (dine), and New York 7 10 a.m.

BRANCH TRAINS.

- Paterson Trains.—Additional trains will also leave New York for Paterson, from 23d St. Depot, at 6 45, 10 15 and 11 45 a.m., and *1 45, 3 45, 5 15 and 6 45 p.m., from Chambers St. Depot, at 6 45 and 10 15 a.m., 12 00 m., and *1 45, 4 00, 5 15 and 6 45 p.m. Returning, leave Paterson at 6 00, 7 30, and 9 30 a.m., 12 00, 2 00, 4 00 and 5 15 p.m. Sunday Special leaves Paterson 9 00 a.m.
- Newark Branch.—Trains discontinued at present.
- Hackensack Trains.—Leave New York, from 23d St. Depot, for Carlstadt, Woodbridge, Lodi Junction, Hackensack and Hillsdale (except Sundays) at 8 45 & 11 45 a.m., 2 15, 3 45, 5 15, 5 45 and 6 45 p.m.; from Chambers St. Depot at 9 00 a.m., 12 00 m., 2 15, 4 00, 5 15, 6 00 & 6 45 p.m. Returning, Ives Hackensack at 6 00, 7 00, 7 45, 8 40 and 11 50 a.m., and 4 00 and 5 00 p.m. Distance, 21 1/2 miles.
- For Piermont and Monsey, from 23d St. Depot, at 8 45 a.m., and 12 45, 3 15, 4 15, 4 45 and 8 15 p.m. and Saturdays only \$12 00 night; from Chambers Street Depot at 9 00 a.m., and 1 00, 3 30, 4 15, 5 15, and 8 30 p.m., and Saturdays only at \$12 00 night. Returning, leave Monsey at 6 50, 8 45, 10 30 a.m., 3 15 and *6 20 p.m.
- Leave Upper Piermont at 6 09, 7 20, 8 04, 9 20 and 11 05 a.m. and 3 54, and 7 15 p.m.

* Daily. † Except Mondays. ‡ Sundays only. § Piermont only.

CONNECTIONS OF THE ERIE RAILWAY.

- 1 At New York with N. Y. and N. Hvn Railway, and Sound Steamers for Bridgeport, New Haven, Hartford, Providence, Boston and New England cities; also with California and European Steamers.
- 2 At Jersey City with New Jersey Railway for Newark, Trenton, Philadelphia, and all points South.
- 3 At Paterson with Branch to Newark.
- 4 At Suffern with Branch to Piermont.
- 5 At Newburgh Junction with short cut branch to Newburgh.
- 6 At Greycourt with Branch to Newburgh and Warwick.
- 7 At Goshen with Branch to Montgomery.
- 8 At Middletown with Branch to Unionville.
- 9 At Lackawaxen with Branch to Hawley, Honesdale, etc.
- 10 At Binghamton with Delaware, Lackawanna and Western Railway, for Scranton, Philadelphia, etc.
- 11 At Binghamton with Syracuse and Binghamton Railway for Syracuse, Oswego, etc., and with Albany and Susquehanna Railway for Harpersville, Scobarie, Albany, and all points in New England.
- 12 At Oswego for Ithaca and Cayuga.
- 13 At Waverly with Pennsylvania and New York Canal Company.
- 14 At Elmira with Canandaigua Division of Northern Central Railway, and thence to Harrisburg, Baltimore and Philadelphia.
- 15 At Corning with Rochester Division for Bath, Avon, Rochester, Batavia and Buffalo; also with Blossburg Railway for Blossburg.
- 16 At Hornellsville with Buffalo Division for Portage, Attica, Buffalo, etc.
- 17 At Buffalo with Lake Shore and Michigan Southern Railway, Grand Trunk and Great Western Railways.

- 17 At Carrollton with Bradford Branch for Gilesville, Bradford, etc.
- 18 At Salamanca with Atlantic and Great Western Division.
- 19 At Dunkirk with the Lake Shore and Michigan Southern Railway for all points West and South.
- 20 At Corry with Oil Creek and Allegheny River Railway for Titusville, etc.; with Philadelphia and Erie Railway for Warren, Pa., and Buffalo, Corry and Pittsburg Railway for Mayville and Brocton.
- 21 At Meadville with Branch to Franklin and Oil City.
- 22 At Arkville with Erie and Pittsburg Railway.
- 23 At Leavittsburg with Branches to Cleveland, Youngstown and Sharon.
- 24 At Cleveland with the Railways diverging and Steamers on Lake Erie.
- 25 At Ravenna with Erie and Pittsburg Railway.
- 26 At Akron with Cleveland, Zanesville and Cincinnati Railway for Orrville, Millersburg, etc.
- 27 At Mansfield with Pittsburg, Fort Wayne and Chicago, and Sandusky, Mansfield and Newark Railways.
- 28 At Marion with Cleveland, Columbus, Cincinnati and Indianapolis Railway.
- 29 At Urbana with Pittsburg, Cincinnati and St. Louis Railway for Indianapolis, etc.
- 30 At Hamilton with the Cincinnati and Indianapolis Junction Railway for Connersville, etc.
- 31 At Cincinnati with railways diverging for the West and South, also with steamers of Cin. and Louisv..U.S.M Line on the Ohio River.

ERIE RAILWAY—Main Line.

JAY GOULD, President, New York.
JAMES FISK, Jr., Vice-President, "
L. D. RUCKER, Gen. Superintendent, "

J. N. ABBOTT, Asst. Gen. Pass. Agt., New York.
B. W. BLANCHARD, Gen. Freight Agt., "
A. P. BERTHOUD, Supt. East Div., Jersey City.

J. S. BEGGS, Supt. Western Div., Dunkirk.
H. G. BROOKS, Supt. Machinery, New York
GEO. C. HALL, Purchasing Agt., "
H. L. BROWN, Master Mechanic, Jersey City.
C. A. SMITH, Master Car Builder, "
May, 1870.

Trains running Westward, via Buffalo.

Trains running Eastward, via Buffalo.

Table with columns: STATIONS, Mls., M. A. M., P. M., D. S., E. S., E. M., W. A. Y., P. A. S., A. C. C. Rows include New York, Jersey City, Paterson, Ridgewood, etc.

Table with columns: STATIONS, Mls., E. S., E. S., E. S., E. S., Mail, P. M., M. A. M., P. M., P. M., P. M. Rows include St. Louis, Indianapolis, Milwaukee, Chicago, Detroit, Toledo, Cleveland, Buffalo, Lancaster, Alden, etc.

N. B.—For full information relative to departure of trains, connections, etc., see preceding page.

NEW YORK

AND

Washington Air Line Railway,

BETWEEN N.Y. CITY & WASHINGTON, D.C.

Via Trenton, Philadelphia, Wilmington & Baltimore.

This Line now has a double track throughout, and embraces Roads of the following Companies, viz:

NEW JERSEY R.R., A. L. DENNIS, Pres., N.Y. City, } ASHBEL WELCH, Gen'l President, Lambertville, N. J.
 CAMDEN & AMB'Y R.R., W.H. GATZMER, Pres., Phil. } F. WOLCOTT JACKSON, Gen. Sup. Jersey City.
 PHIL. & TRENT'N R.R., V. L. BRADFORD, Pres., Phil. }
 PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILWAY, ISAAC HINCKLEY, Pres., Philadelphia; H. F. KENNEY, Sup., Philadelphia.
 BALTIMORE AND OHIO, (WASHINGTON BRANCH), JOHN W. GARRETT, Pres., Baltimore; JOHN L. WILSON, Mas. Trans., Baltimore.

ACTING TERMINAL AGENTS:

G. W. BARKER, (Master of Transportation, New Jersey R. R.), - - - - - Jersey City.
 GEORGE S. KOONTZ, (Agent Baltimore and Ohio R. R.), - - - - - Washington.

WINTER SCHEDULE, TO TAKE EFFECT DEC. 30, 1869.

NEW YORK TO BALTIMORE AND WASHINGTON. PHILADELPHIA TO WASHINGTON.					WASHINGTON TO PHILADELPHIA AND NEW YORK. BALTIMORE TO NEW YORK.					
Morning Express.	Noon Acc.	Phila. & Wash. Express.	Night Express.	Miles	STATIONS.	Fares	Morning Express.	Noon Acc.	Phila. & Wash. Express.	Night Express.
A. M.	NOON.		P. M.		Lve. New York Arr		P. M.	P. M.		A. M.
8 40	12 30		9 20		..... Cortlandt Street Ferry	4 44	10 20			6 09
8 52	12 40		9 32	1	..... Jersey City	4 29	10 10			5 59
9 16	1 05		9 56	9	..... Newark	4 04	9 45			5 34
10 04	1 54		10 46	32	..... New Brunswick	3 19	8 54	P. M.		4 38
10 49	2 44	P. M.	11 33	58	..... Trenton	2 32	8 01			3 49
12 04	4 09	11 30	12 54	90	..... Philadelphia	1 14	6 39		11 24	2 29
		Broad St.			..... W. Market Street				Broad St.	
1 09	5 21	12 52	2 07	119	..... Wilmington	12 14	5 31	10 14		1 26
2 17	6 38	2 05	3 16	152	..... Perryville	11 00	4 04	8 56		12 08
3 44	8 13	3 50	4 49	189	..... Baltimore	9 34	2 34	7 24		10 39
					..... President Street					
5 20	10 10	5 10	6 35	228	..... Washington	8 00	12 45	5 40		9 00
P. M.	P. M.	A. M.	A. M.		ARRIVE.] [LEAVE.	A. M.	NOON.	P. M.		P. M.

Sunday Trains.—The Night Express between New York and Washington and New York and Baltimore, and the Philadelphia and Washington Express will run daily, including Sundays.

[The time given in the foregoing tables is *New York time* for Southward, and *Baltimore time* for Northward trains, there being ten minutes difference in longitude.]

THE MORNING AND NIGHT EXPRESS TRAINS are EXCLUSIVELY for THROUGH TRAVEL, excepting that the Southward trains take passengers from New York for Wilmington, Perryville and Baltimore; and the Northward Trains from Washington and Baltimore, for Wilmington, Trenton, New Brunswick, Newark and Jersey City. The Morning Express also takes passengers between Broad Street Station, Philadelphia, and Washington, each way.

THE NOON TRAINS in each direction are the Through Accommodation, and take passengers for all important way points between New York and Washington. (See local advertisements.)

All the trains stop ten minutes at Wilmington for lunch—the day train porters taking orders from ladies for luncheon, to be brought into the cars if required.

Through tickets, baggage checks, sleeping car berths, seats in the reclining chair cars, and reserved seats or saloons in day compartment cars, may be had at Dodd's Express office, 944 Broadway near 23d street, and at Cortlandt Ferry Ticket Office, New York; No. 828 Chestnut street, in Continental Hotel, Philadelphia; at No. 147 Baltimore street, Baltimore; and at 406 Pennsylvania avenue, Washington.

Through Conductors, or Baggage Agents, will accompany the through trains, to afford every attention to passengers, in providing seats, information as to connecting lines, city cars, and other conveyances, care of baggage, etc. Through colored porters will attend to the comfort of passengers, keep the cars cleanly, and to do other offices that may be appropriately required of them, and without fee.

In order to secure PROMPT DELIVERY OF BAGGAGE IN NEW YORK arriving by the Washington trains, Dodd's Express Agents will accompany the night trains through from Washington, and collect checks before the passengers retire for sleep.

Any difficulty experienced by travelers in using the line, and especially any neglect or want of care or civility on the part of any person connected with its operation, should be at once made known by letter, with date, train and other particulars, addressed to the Gen'l Manager.

W. P. SMITH, Gen'l Manager, Washington.

NEW YORK AND PHILADELPHIA RAILWAY LINE.

Via the United Railroads of New Jersey and the Philadelphia and Trenton Railroad.

Camden and Amboy Railway.—W. H. GATZMER, President, Philadelphia, Pa.
Philadelphia and Trenton Railway.—V. L. BRADFORD, President, Philadelphia, Pa.
New Jersey Railway.—A. L. DENNIS, President, Newark, N. J.
F. W. JACKSON, General Superintendent, Newark, N. J.
F. W. RANKIN, Sec'y. & Gen. Passenger Agt., 111 Liberty St, N.Y. G. W. BARKER, Master of Transportation, Jersey City, N. J.

Table with multiple columns for train schedules between New York and Philadelphia, including times, stations, and directions.

N. B.—A train leaves New York every night at 12 00 o'clock, Jersey City 12 10 a.m., stopping at all stations, and arriving at Mantua 5 15 a.m. at West Philadelphia 5 30 a.m.
An extra train also leaves West Philadelphia every night at 12 00, arriving at Jersey City 5 11 a.m., New York 5 25 a.m.
The 5 00, 9 00 and 9 20 p.m. trains from New York, and the 2 35, 3 05, 9 30 a.m., also 6 45 p.m. trains from Philadelphia run daily, other trains daily, Sundays excepted.

LOCAL TRAINS.

Table showing local train schedules for Newark, Elizabeth, Rahway, and Philadelphia, with times and directions.

CONNECTIONS.

- 1 At New York with the various railroad and steamboat lines for the North and East.
2 At Rahway with line diverging to Woodbridge and Perth Amboy.
3 Junction of New Jersey with Camden and Amboy R. R.
4 Branch from Monmouth to Jamesburg, 5/8 miles.
5 Branch to Princeton.
6 Branch from Trenton to Bordentown, 5/8 miles.
7 Connecting Railroad diverges from line to Kensington.
8 With Penna. Central R. R. for the West, and with line to Gray's Ferry on P., W. & B. R. R. for Baltimore, Washington and the South.

PHILADELPHIA AND TRENTON RAILROAD.

Table with columns for Trenton to Kensington and Kensington to Trenton, showing train times and stations.

114 MILLSTONE & NEW BRUNSWICK RAILROAD.

Table showing train schedules for Millstone & New Brunswick Railroad, including times and stations.

116 PERTH AMBOY & WOODBRIDGE RAILROAD.

Table showing train schedules for Perth Amboy & Woodbridge Railroad, including times and stations.

115 ROCKY HILL RAILROAD.

Table showing train schedules for Rocky Hill Railroad, including times and stations.

Extra trains leave New York for Perth Amboy and intermediate stations 3 30 and 6 10 p.m., arriving at Perth Amboy 4 56 and 7 22 p.m. Lve. Perth Amboy 3 40 and 6 16 p.m., arriving at N. Y. 5 35 & 8 05 p.m.

117 FRANKFORD AND HOLMESBURG RAILROAD.

Table showing train schedules for Frankford and Holmesburg Railroad, including times and stations.

CAMDEN AND AMBOY RAILWAY.

VILLIAM H. GATZMER, President, Philadelphia, Pa. R. S. VAN RENSSLAER, Gen. Superintendent, Bordentown, N. J. J. W. GORE, General Ticket Agent, Philadelphia, Pa.

Table with columns for New York to Philadelphia, Philadelphia to New York, and Stations. Includes train times and directions for various routes like Trenton Passenger and Jersey City.

N. B.—Mixed Accommodation Trains leave Camden 12 45 and 6 15 p.m., stopping at way stations, and reaching South Amboy 8 10 and 11 28 p.m. A Mixed Train leaves South Amboy 5 40 a.m., arriving at Camden 5 25 p.m.

Trenton and Bordentown Trains leave Bordentown for Trenton 6 30, 7 55, 9 20, 10 03 and 11 35 a.m., 1 00, 1 39, 3 30, 4 55 and 6 25 p.m. Leave Trenton for Bordentown 7 30, 9 37, 10 50 a.m., 12 20, 2 00, 2 42, 3 53, 5 20, 6 25, 7 10 and 8 20 p.m.

118-1 CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROAD.

Table with columns for South Bound Trains, North Bound Trains, and Stations. Includes train times and directions for routes like Hightstown and Freehold.

118-2 BURLINGTON AND MOUNT HOLLY TRAINS.

Table with columns for South Bound, North Bound, and Stations. Includes train times and directions for routes like Mt. Holly and Burlington.

118-4 MEDFORD & MT. HOLLY TRAINS.

Table with columns for To Medford, Stations, and To Mount Holly. Includes train times and directions for routes like Mt. Holly and Medford.

118-3 VINCENTOWN BRANCH RAILROAD.

Table with columns for To Evansville and Mt. Holly, Stations, To Vincentown, and Stations. Includes train times and directions for routes like Mt. Holly and Vincentown.

Table with columns for To Mount Holly, Stations, and To Mount Holly. Includes train times and directions for routes like Mt. Holly and Medford.

MORRIS AND ESSEX RAILROAD.

DELAWARE, LACKAWANNA AND WESTERN RAILWAY CO., Lessees.

SAMUEL SLOAN, President, New York. S. SCHOCH, Superintendent, Hoboken.

A. J. ODELL, Treasurer, New York. W. F. HOLWILL, Gen. Ticket Agent, New York.

B. A. HEGEMAN, Gen. Freight Agent, N. Y. GENERAL OFFICES—Hoboken, N. J.

Table with columns for Trains Leave and Trains Arrive, including station names like New York, Newark, South Orange, Summit, Chatham, Morristown, etc.

Newark and Bloomfield Railway.—Trains leave New York for Newark, Roselleville, Watessing, Bloomfield and Montclair, 6 30, 8 30 and 11 00 a.m., 2 00, 3 50, 5 10, 6 20 and 7 45 p.m. ... South Orange.—Trains leave New York 6 30, 7 30, 9 00, 10 00 and 11 20 a.m., 1 00, 2 30, 3 40, 4 20, 4 50, 5 30, 6 00, 6 40, 9 00 and 11 45 p.m. ...

CONNECTIONS.

- 1 With Railways diverging from New York. 2 With Newark and Bloomfield Railway. 3 With Boonton Branch. 4 With Chester Railway for Succasunna and Chester. 5 With Sussex Railway. 6 With Delaware, Lackawanna and Western Railway. 7 With Railways diverging from Easton.

120 DELAWARE, LACKAWANNA & WESTERN RAILWAY.

SAMUEL SLOAN, Pres., New York. R. A. HENRY, Gen. Pass. Agent, New York. W. F. HALLSTEAD, Supt., Scranton.

121 LACKAWANNA AND BLOOMSBURG RAILWAY.

J. ARCHIBALD, President. L. C. DART, Gen. Ticket Agent. HON. SAM'L SLOAN, V.-Pres., N. Y. A. J. ODELL, Treasurer, N. York. D. T. BOUND, Supt., Kingston, Pa. JOHN HINTON, Gen. Acct., King's n.

Table with columns for Trains Leave and Trains Arrive, including station names like New York, New Hampton, Washington, Oxford, Bridgeville, etc.

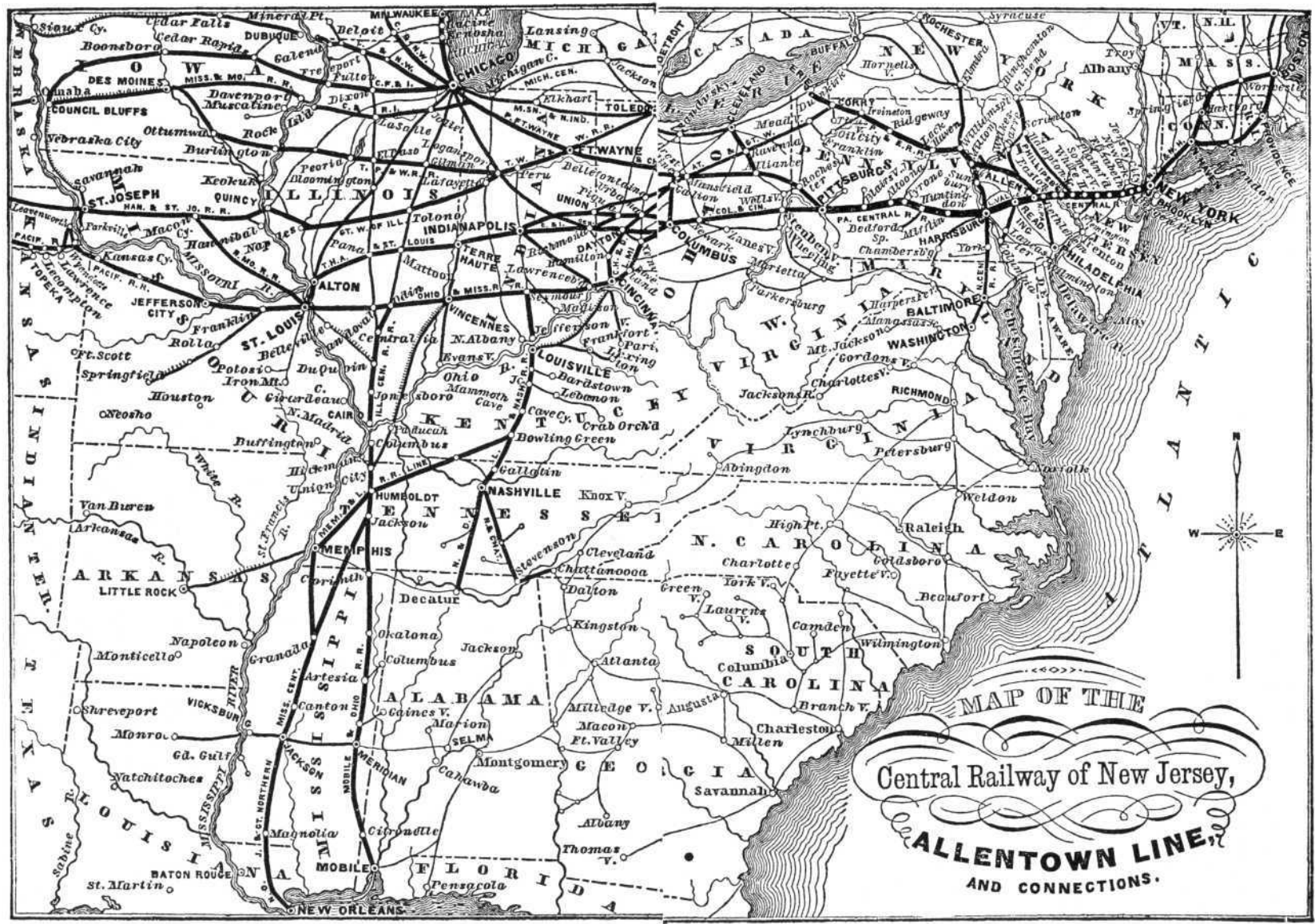
Table with columns for Trains Leave and Trains Arrive, including station names like Scranton, Lackawanna, Pittston, West Pittston, etc.

Cayuga Division.—Mail Train leaves Owego at 6 22 a.m. Passenger Train leaves Owego at 5 11 p.m. Passenger Train leaves Ithaca at 11 00 a.m. Mail Train leaves Ithaca at 7 20 p.m.

An Extra train leaves Kingston for Scranton 6 45 p.m.; returning from Scranton 8 15 p.m.

- 1 At New Hampton connects with Central Railway of New Jersey. 2 At Washington with Morris and Essex Division. 3 At Manunka Chunk with Belvidere Delaware Railway. 4 At Scranton with Lackawanna and Bloomsburg Railway. 5 At Binghamton with Erie, and Syracuse & Binghamton Railways.

122 DELAWARE AND HUDSON RAILWAY. THOMAS DICKSON, Gen. Superintendent, Honesdale, Pa. Trains leave Scranton for Providence, Dickson, Olyphant Archibald and Carbondale, 9 00 a.m. and 4 00 p.m., arriving at Carbondale, 10 15 a.m. and 5 15 p.m. Leave Carbondale for Scranton and intermediate stations, 6 30 a.m. and 1 00 p.m. arriving at Scranton 7 45 a.m. and 1 10 p.m.



MAP OF THE
Central Railway of New Jersey,
ALLENTOWN LINE,
 AND CONNECTIONS.

ALLENTOWN LINE.

H. P. BALDWIN, General Passenger Agent, 119 Liberty Street, New York.

Condensed Time-Table in effect May 10, 1870.

Trains from New York.											Trains to New York.											
STATIONS.	Mls.	Mail	Mail	Fast	Pas	Acc.	Pas	Exs.	Acc.	Em.	STATIONS.	Frs.	way	Exs.	Fast	Exs.	Exs.	Exs.	Mail	Exs.	Acc	
		A. M.	A. M.	A. M.	NO P.	P. M.	P. M.	P. M.	P. M.	P. M.												
ve New York, Foot of Liberty St.	0	6 00	7 30	9 00	12 00	2 00	3 30	5 00	6 00	7 45	Lve. Scranton											
ve Jersey City	1	6 10	7 40	9 12	12 13	2 11	3 41	5 13	6 11	8 00	" Water Gap											
" Elizabeth	12	6 40	8 25	9 40	12 42	2 40	4 10	5 40	6 42	8 40	" Washington											
" Westfield	19	6 57	8 48		1 01	2 59	4 29		6 59		" Erie			A. M.		P. M.						
" Plainfield	24	7 10	9 08	10 03	1 15	3 13	4 43		7 13	9 15	" Corry			A. M.		P. M.						
" Bound Brook	31	7 25	9 31		1 30	3 28	4 58		7 28		" Lock Haven			A. M.		P. M.						
" Somerville	36	7 35	9 55	10 26	1 43	3 40	5 10	6 27	7 40	9 50	" Williamsport			A. M.		P. M.						
" Whitehouse	45	7 55	10 18		2 05	4 00	5 30		8 00	10 20	" Pottsville			A. M.		P. M.						
" Clinton	52	8 10	10 32	10 54	2 20	4 15	5 45		8 15	10 42	" Lancaster			A. M.		P. M.						
" Junction	58	8 25	10 50	11 10	2 37	4 32	6 02	7 13	8 32	11 05	" Columbia			A. M.		P. M.						
" Asbury	66	8 34	10 58		2 48	4 44	6 14		8 44		" Tunkhannock			A. M.		P. M.						
" Bloomsbury	66	8 45	11 10		2 58	4 52	6 22		8 52	11 28	" Wilkesbarre			A. M.		P. M.						
" Phillipsburg	74	9 00	11 25	11 41	3 15	5 10	6 40	7 45	9 10	11 55	" Mount Carmel			A. M.		P. M.						
Arr. Easton	75	9 05	11 30	11 45	3 20	5 15	6 45	7 50	9 15	12 00	" Mahanoy City			A. M.		P. M.						
" Bethlehem	87	9 35			12 10	4 00	6 05	7 45	8 35	12 50	" Hazleton			A. M.		P. M.						
" Allentown	92	9 49			12 25	4 20	6 18	8 00	8 48	1 20	" Mauch Chunk			A. M.		P. M.						
" Lyons	113				1 15	5 22		9 31	2 33		Lve. St. Louis			A. M.		P. M.						
" Reading	128				1 47	6 05		10 05	3 30		" Chicago			A. M.		P. M.						
" Lebanon, Pa.	156				3 04	7 24		11 05	5 10		" Cincinnati			A. M.		P. M.						
" Harrisburg	182				4 15	8 30		12 10	0 50		" Indianapolis			A. M.		P. M.						
" Altoona	314				8 32			4 55			" Pittsburg			A. M.		P. M.						
" Pittsburg	431				12 12			9 20			" Indianapolis			A. M.		P. M.						
" Indianapolis	512				6 50			2 00			" Cincinnati			A. M.		P. M.						
" Cincinnati	744				3 55			10 00			" Pittsburg			A. M.		P. M.						
" Chicago	899				3 00			6 00			" Altoona			A. M.		P. M.						
" St. Louis	1074				8 20			2 10			" Harrisburg			A. M.		P. M.						
Arr. Mauch Chunk	181	10 55	7 30	2 05	5 45		9 30				" Lebanon, Pa.			A. M.		P. M.						
" Hazleton	145	1 10			7 00						" Reading			A. M.		P. M.						
" Mahanoy City	156	12 40			7 30						" Lyons			A. M.		P. M.						
" Mount Carmel	175	1 50			8 22						" Allentown			A. M.		P. M.						
" Wilkesbarre	162	1 15			5 10						" Bethlehem			A. M.		P. M.						
" Tunkhannock	208	3 07									" Easton			A. M.		P. M.						
" Columbia	174				8 30						" Phillipsburg			A. M.		P. M.						
" Lancaster	174				8 30						" Bloomsbury			A. M.		P. M.						
" Pottsville	173				7 35						" Asbury			A. M.		P. M.						
" Williamsport	238	6 15			9 00						" Junction			A. M.		P. M.						
" Lock Haven	263	7 20			10 23						" Clinton			A. M.		P. M.						
" Corry	448				8 10						" White House			A. M.		P. M.						
" Erie	486				10 00						" Somerville			A. M.		P. M.						
Arr. Washington	64				11 28						" Bound Brook			A. M.		P. M.						
" Water Gap	84				12 40						" Plainfield			A. M.		P. M.						
Arr. Scranton	142				3 20						" Westfield			A. M.		P. M.						
											" Elizabeth			A. M.		P. M.						
											" Jersey City			A. M.		P. M.						
											Foot of Liberty St.			A. M.		P. M.						

IMPORTANT TO WESTERN TRAVELERS.

TWO EXPRESS TRAINS DAILY TO AND FROM THE WEST BY THE POPULAR ALLENTOWN LINE.

Passengers by this route save 60 to 130 miles, and three hours in time, over other Lines, with but one change of cars between New York and Cincinnati, or Chicago, and but two changes to St. Louis.

SILVER PALACE CARS DAILY, EXCEPT SUNDAY, TO CHICAGO ON THE 9 00 A. M. TRAIN. SLEEPING CARS THROUGH TO PITTSBURG DAILY ON THE 5 00 P. M. TRAIN.

NOTES ON TRAINS.

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|---|---|
| <p>Trains from New York. (Leave from Foot of Liberty St., N. R.)</p> <ul style="list-style-type: none"> 5 00 a.m., Mauch Chunk Line—Arrives in Mauch Chunk 10 55 a.m. and Williamsport 6 15 p.m. 7 30 a.m., Accommodation reaches Phillipsburg 11 25 a.m. 9 00 a.m., Fast Line, connecting at Harrisburg with Pennsylvania Central R. R., and via Pittsburg with lines for Cincinnati, Chicago and St. Louis. Silver Palace Cars through to Chicago. Sleeping Cars attached at Altoona, running through to Cincinnati & Chicago. 12 00 noon, Harrisburg Train, connecting at Easton with Lehigh Valley train for Mauch Chunk, Hazleton, Wilkesbarre, Tunkhannock, etc. No change of cars between New York and Harrisburg. 2 00 p.m., Accommodation arrives at Easton 5 15 p.m.; Allentown, 6 18 p.m. 3 30 p.m., Mauch Chunk Train, arriving there 9 30 p.m. 5 00 p.m., Cincinnati Express, daily, with Sleeping Cars from New York to Pittsburg without change. This is the fast line for Cincinnati, Chicago and the Oil Regions. 6 00 p.m., Easton Train, arriving there 9 15 p.m. 7 15 p.m., Emigrant Train, arriving at Harrisburg 6 50 a.m., connecting with way train West on the Penn. R.R., reaching Pittsburg 10 30 p.m. N.B.—All westward trains, except Cincinnati Express, daily, except Sunday. | <p>Trains to New York. (Leave Easton.)</p> <ul style="list-style-type: none"> 6 20 a.m., Accommodation, arriving at New York 9 40 a.m. 7 10 a.m., Express, connecting with 4 45 a.m. from Mauch Chunk. 9 30 a.m., Fast Line, connecting at Harrisburg with train leaving Pittsburg 7 50 p.m.; Cincinnati, 7 00 a.m.; Chicago, 9 20 p.m.; St. Louis, 3 45 p.m., arrives at New York 12 noon. Runs daily. 11 15 a.m., Way Train, from Easton, arriving at New York 2 35 p.m. 1 00 p.m., Lehigh Express, connecting with train leaving Erie 4 00 p.m.; Williamsport, 3 30 a.m.; Harrisburg, 8 10 a.m., arriving at New York 3 50 p.m. 3 30 p.m., Pacific Express, connecting with train leaving Pittsburg 2 40 a.m.; Cincinnati, 9 45 a.m.; Chicago, 11 30 a.m.; also train leaving Mauch Chunk 1 03 p.m., arrives at New York 6 05 p.m., daily, except Sunday. 4 00 p.m., Mail Train, reaching New York 7 20 p.m. 7 00 p.m., Evening Express, connecting with 2 50 p.m. train from Harrisburg and 4 20 p.m. train from Mauch Chunk, arrives at New York 10 00 p.m. 5 55 p.m., Accommodation train from Phillipsburg, stopping at all stations, and arriving at New York 11 10 p.m. N.B.—All eastward bound trains run daily, except Sunday, except the 9 30 a.m. Fast train, which runs daily. |
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H. P. BALDWIN, General Passenger Agent, 119 Liberty Street, N.Y.

For Local Trains on Central New Jersey, see next page.

JOHN T. JOHNSTON, President,
R. E. RICKER, Superintendent.H. P. BALDWIN, Gen. Passenger Agent.
P. H. WYCKOFF, Gen. Freight Agent.GENERAL OFFICES OF COMPANY.
No. 119 Liberty Street, New York City.**Trains leave New York, foot of Liberty Street, for**

Communipaw, 5 30, 6 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 20, 7 00, 7 45, 9 00, 10 45 p.m. and 12 00 night.

Claremont, 5 30, 6 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 20, 7 00, 7 45, 9 00 and 10 45 p.m. and 12 00 night.

Greenville, 5 30, 6 30, 7 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 20, 7 00, 7 45, 9 00, 10 45 p.m. and 12 00 night.

Pamrappo, 5 30, 6 30, 7 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 20, 7 00, 7 45, 9 00, 10 45 p.m. and 12 00 night.

Bayonne, 5 30, 6 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 20, 7 00, 7 45, 9 00 and 10 45 p.m., and 12 00 night.

Centreville, 5 30, 6 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 20, 7 00, 7 45, 9 00 and 10 45 p.m., and 12 00 night.

Bergen Point, 5 30, 6 00, 6 30, 7 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 00, 2 15, 3 15, 4 00, 4 30, 4 45, 5 15, 5 45, 6 00, 6 20, 7 00, 7 45, 9 00 and 10 45 p.m., and 12 00 night.

Elizabethport, 5 30, 6 00, 6 30, 7 30, 8 30, 9 20, 10 30 and 11 40 a.m., 1 00, 2 00, 2 15, 3 15, 4 00, 4 45, 5 15, 5 45, 6 00, 6 20, 7 00, 7 45, 9 00 and 10 45 p.m., and 12 00 night.

Spring Street, 8 30 and 10 30 a.m., 1 00, 2 15, 4 00, 4 45, 5 15, 6 20, 7 45 and 10 45 p.m., and 12 00 night.

Elizabeth, 5 30, 6 00, 6 30, 7 30, 8 30, 9 00, 9 20, 10 30 and 11 40 a.m., 12 00 noon, 1 00, 2 00, 2 15, 3 15, 3 30, 4 00, 4 30, 4 45, 5 00, 5 15, 5 45, 6 00, 6 20, 7 00, 7 45, 9 00 and 10 45 p.m., and 12 00 night.

West Elizabeth, 2 15, 4 30, 6 20, 7 00, 9 00 p.m., 12 00 night, († Saturday only.)

Roselle, 5 30, 6 00, 7 30 a.m., 12 00 noon, 2 00, 2 15, 3 30, 4 30, 5 15, 6 00, 6 20, 7 00, and 9 00 p.m., and 12 00 night. († Saturday only.)

Cranford, 5 30, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 15, 6 00, 7 00 and 9 00 p.m., and 12 00 night. († Saturday only.)

Westfield, 5 30, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 15, 6 00, 7 00 and 9 00 p.m., and 12 00 night. († Saturday only.)

Fanwood, 5 30, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 15, 6 00, 7 00 and 9 00 p.m., and 12 00 night. († Saturday only.)

Plainfield, 5 30, 6 00, 7 30 and 9 00 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 15, 6 00, 7 00, 7 45 and 9 00 p.m., and 12 00 night. († Saturdays only.)

Dunellen, 6 00, 7 30 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 15, 6 00 and 7 00 p.m.

Bound Brook, 6 00, 7 30 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 15, 6 00, 7 00 p.m.

Finderne, 7 30 a.m., 2 00, 4 30, 5 15 and 7 00 p.m.

Somerville, 6 20, 7 30 and 9 00 a.m., 12 00 noon, 2 00, 3 30, 4 30, 5 00, 5 15, 6 00, 7 00 and 7 45 p.m.

Raritan, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

North Branch, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Whitehouse, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30, 6 00 and 7 45 p.m.

Lebanon, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Clinton, 6 00, 7 30 and 9 00 a.m., 12 00 noon, 2 00, 3 30, 6 00, 7 45 p.m.

High Bridge, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Spruce Run, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Junction of Delaware, Lackawanna, and Western R.R., 6 00, 7 30 and 9 00 a.m., 12 00 noon, 2 00, 3 30, 6 00 and 7 45 p.m.

Asbury, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Valley, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Bloomsbury, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30, 6 00 and 7 45 p.m.

Springtown, 6 00 and 7 30 a.m., 12 00 noon, 2 00, 3 30 and 6 00 p.m.

Greenwich, 7 30 a.m., 2 00 and 6 00 p.m.

Phillipsburg, 6 00, 7 30, 9 00 a.m., 12 00 noon, 2 00, 3 30, 5 00, 6 00, 7 45 p.m.

Easton, 6 00, 7 30 and 9 00 a.m., 12 00 noon, 2 00, 3 30, 5 00, 6 00 and 7 45 p.m.

Trains Leave for New York from

Easton, 6 20, 7 10, 9 30 and 11 15 a.m., 1 00, 3 30, 4 00 and 7 00 p.m.

Phillipsburg, 6 25, 7 15, 9 34 and 11 20 a.m., 1 05, 3 34, 4 05, 5 55 and 7 05 p.m.

Greenwich, 6 29 and 11 24 a.m., 4 09 and 6 00 p.m.

Springtown, 6 36 and 11 31 a.m., 4 16 and 6 07 p.m.

Bloomsbury, 6 42, 7 30 and 11 37 a.m., 1 18, 4 21, 6 17 and 7 20 p.m.

Valley, 6 49 and 11 44 a.m., 4 28 and 6 27 p.m.

Asbury, 6 53, 7 40 and 11 49 a.m., 4 33, 6 35 and 7 30 p.m.

Junction of Delaware, Lackawanna and Western R.R., 7 03, 7 50 and 10 04 a.m., 12 noon, 1 36, 4 03, 4 43, 6 50 and 7 40 p.m.

Spruce Run, 7 07 a.m., 12 04, 4 47 and 6 55 p.m.

High Bridge, 7 14 and 8 00 a.m., 12 11, 4 54 and 7 05 p.m.

Clinton, 7 20, 8 06 and 10 18 a.m., 12 16, 1 51, 4 17, 5 00, 7 17 and 7 55 p.m.

Lebanon, 7 26 a.m., 12 21, 5 06 and 7 30 p.m.

Whitehouse, 7 35 and 8 20 a.m., 12 30, 2 03, 5 15, 7 45 and 8 08 p.m.

North Branch, 7 47 and 8 30 a.m., 12 41, 5 26 00 and 8 18 p.m.

Raritan, 7 55 a.m., 12 49, 5 34 and 8 10 p.m.

Somerville, 6 00, 7 00, 7 30, 8 00, 8 40 and 10 47 a.m., 12 55, 2 22, 4 45, 5 40, 8 30 and 8 40 p.m.

Finderne, 6 05 and 7 05 a.m., 1 00, 5 45 and 8 47 p.m.

Bound Brook, 6 11, 7 11, 7 41, 8 11, 8 50 a.m., 1 05, 2 31, 5 51, 8 39, 8 57 p.m.

Dunellen, 6 20, 7 20, 7 50, 8 20, 8 58 a.m., 1 14, 2 39, 6 00, 8 47 & 9 10 p.m.

Plainfield, 6 30, 7 00, 7 30, 8 00, 8 30, 9 07 and 11 10 a.m., 1 23, 2 47, 5 07, 6 10, 8 55, 9 25 and 10 30 p.m.

Fanwood, 6 35, 7 05, 7 35, 8 05 and 8 35 a.m., 1 29, 6 15 and 10 30 p.m.

Westfield, 6 41, 7 11, 7 41, 8 11, 8 41 and 9 18 a.m., 1 35, 2 57, 6 21, 9 05, 9 45 and 10 42 p.m.

Cranford, 6 47, 7 17, 7 47, 8 17 and 8 47 a.m., 1 41, 6 27 and 10 48 p.m.

Roselle, 6 52, 7 22, 7 52, 8 22 and 8 52 a.m., 1 47, 3 15, 6 32, 7 20, 9 15 and 10 53 p.m.

West Elizabeth, 6 55, 7 25 and 7 55 a.m., 1 50, 3 19, 7 24 and 10 57 p.m.

Elizabeth, 5 30, 6 30, 7 00, 7 10, 7 30, 8 00, 8 05, 8 30, 8 45, 9 00, 9 35, 9 50, 10 45, 11 35 and 11 45 a.m., 12 45, 1 55, 2 20, 3 13, 3 35, 4 30, 5 15, 5 30, 6 30, 6 40, 7 45, 8 45, 9 22, 10 15, 11 00 and 11 45 p.m.

Spring Street, 6 32, 7 12, 8 07, 8 47, 9 52 and 11 47 a.m., 2 22, 4 32, 6 32, 7 47 and 8 47 p.m.

Elizabethport, 5 36, 6 36, 7 06, 7 16, 7 36, 8 11, 8 36, 8 51, 9 56, 10 51 and 11 51 a.m., 12 51, 2 01, 2 26, 3 41, 4 37, 5 21, 6 36, 6 46, 7 51, 8 51, 11 06 and 11 51 p.m.

Bergen Point, 5 45, 6 45, 7 14, 7 25, 7 45, 8 20, 8 44, 9 00, 10 05 and 11 00 a.m., 12 00 noon, 1 00, 2 09, 2 35, 3 50, 4 45, 5 30, 6 45, 6 54, 8 00, 9 00, 10 35 and 11 14 p.m., and 12 00 night.

Centreville, 5 48, 6 48, 7 28, 7 48, 8 23, 9 03, 10 08 and 11 03 a.m., 12 03, 1 03, 2 38, 3 53, 4 48, 5 33, 6 48, 8 03, 9 03 p.m. and 12 03 night.

Bayonne, 5 50, 6 50, 7 30, 7 50, 8 25, 9 05, 10 10 and 11 05 a.m., 12 05, 1 05, 2 40, 3 55, 4 50, 5 35, 6 50, 8 05, 9 05 p.m. and 12 05 night.

Pamrappo, 5 52, 6 52, 7 32, 7 52, 8 27, 9 07, 10 12 and 11 07 a.m., 12 07, 1 07, 2 42, 3 57, 4 53, 5 37, 6 53, 8 07, 9 07, 11 20 p.m. and 12 07 night.

Greenville, 5 55, 6 55, 7 35, 7 55, 8 30, 9 10, 10 15 and 11 10 a.m., 12 10, 1 10, 2 45, 4 00, 5 27, 5 40, 6 57, 8 10, 9 10, 11 23 p.m. and 12 10 night.

Claremont, 5 58, 6 58, 7 38, 7 58, 8 33, 9 13, 10 18 and 11 13 a.m., 12 13, 1 13, 2 48, 4 03, 5 04, 5 44, 7 01, 8 13, 9 13 p.m. and 12 13 night.

Communipaw, 6 02, 7 00, 7 40, 8 00, 8 35, 9 15, 10 20 and 11 15 a.m., 12 15, 1 15, 2 50, 4 05, 5 03, 5 46, 7 03, 8 15 and 9 15 p.m. and 12 15 night.

(May 10, 1870.)

Elizabethport and New York Ferry.—Boats leave Elizabethport for New York 6 30 and 8 00 a.m., 2 00 p.m., arriving at New York 8 00 and 9 15 a.m., 3 15 p.m. Leave New York 11 00 a.m., 4 30 and 5 00 p.m., arriving at Elizabethport 12 15, 4 45 and 6 15 p.m.

South Branch Railroad.—Trains leave New York for Flemington at 9 00 a.m., 12 00 noon, and 4 30 p.m. Leave Elizabeth for Flemington 9 40 a.m., 12 42 and 5 10 p.m. Leave Flemington for New York 6 40 and 9 00 a.m., 12 00 noon, and 5 55 p.m. Leave Somerville for Flemington 8 00 and 10 30 a.m., 1 50 and 6 15 p.m. Leave Flemington for Somerville 6 40 and 9 00 a.m., 12 00 noon, and 5 55 p.m.

NEWARK AND NEW YORK RAILROAD.**Trains leave for New York from**

Newark, Broad Street Station, 5 40, 6 20, 7 10, 7 40, 8 05, 8 35, 9 00, 9 30, 10 00, 10 55 and 11 55 a.m., 12 55, 1 58, 2 45, 3 45, 4 15, 4 45, 5 37, 6 15, 6 45, 7 15, 7 55, 8 55, 10 00, 11 10 and 11 50 p.m.

Newark, Ferry Street Station, 5 43, 6 23, 7 12, 7 43, 8 07, 8 38, 9 02, 9 33, 10 03, 10 58 and 11 58 a.m., 12 58, 2 01, 2 48, 3 48, 4 18, 4 48, 5 40, 6 18, 6 48, 7 18, 7 58, 8 58, 10 03, 11 13 and 11 53 p.m.

West Bergen, 6 35, 7 55 and 9 45 a.m., 1 10, 3 00, 4 30, 5 00, 6 30, 7 00 and 9 10 p.m., and 12 05 night.

Bergen Avenue, 5 57, 6 37, 7 23, 7 57, 8 18, 8 52, 9 13, 9 47, 10 17, 11 12 a.m., 12 12, 1 12, 2 14, 3 02, 4 02, 4 32, 5 02, 5 52, 6 32, 7 02, 7 32, 8 12, 9 12, 10 17 and 11 27 p.m. and 12 7 night.

Trains leave for Newark from

Newark, 6 00, 6 30, 7 10, 7 50, 8 10, 8 30, 9 00, 9 50 and 11 10 a.m., 12 00 noon, 1 00, 2 00, 3 00, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 20, 7 00, 7 45, 9 00, 9 40, 10 45 p.m. and 12 00 night.

Jersey City, 6 10, 6 40, 7 20, 8 00, 8 20, 8 40, 9 10, 10 00, 11 20 a.m., 12 10, 1 10, 2 11, 3 10, 4 40, 4 10, 4 40, 5 10, 5 40, 6 10, 6 30, 7 10, 7 55, 9 10, 9 50, 10 55 p.m. and 12 10 night.

Bergen Avenue, 6 17, 6 47, 7 27, 8 07, 8 27, 8 47, 9 17, 10 07 and 11 27 a.m., 12 17, 1 17, 2 19, 3 16, 3 47, 4 16, 4 47, 5 16, 5 47, 6 16, 6 37, 7 17, 8 02, 9 17, 9 57, 11 02 p.m., 12 17, a.m.

West Bergen, 6 19, 7 29, 8 49 and 11 29 a.m., 3 49, 4 49, 5 49, 6 39, 8 04, 9 19 and 11 04 p.m. and 12 19 night.

N.B.—All trains from New York and Jersey City stop at Ferry St. and Broad Street Stations in Newark.

29 LEHIGH VALLEY, AND PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANIES.

ASA PACKER, President, Philadelphia.
 J. HARTSHORNE, Vice-President, " "
 JOHN R. FANSHAW, Secretary, " "
 W. CHAMBERLAIN, Treasurer, " "
 W. H. SAYRE, Jr., Pres.'s Asst. and Gen. Agt., Bethlehem, Pa.
 ROBERT H. SAYRE, Supt. and Engineer, " "
 I. STANLEY GOODWIN, Asst. Gen. Supt., " "

Master Mechanics:
 JOHN I. KINSEY, Easton, Pa.
 DAVID CLARK, Hazleton, Pa.
 ALEXANDER MITCHELL, Mahanoy Division, Mauch Chunk, Pa.
 PHILIP HOFECKER, Beaver Meadow Division, Weatherly, Pa.

A. G. BRODHEAD, Supt. Beaver Meadow Div.
 JAS. I. BLAKSLER, Supt. Mahanoy Div., M^h C^k.
 C. STOLZ, Supt. Wyoming Div., Wilkes-Barre.
 J. TAYLOR, Gen. Freight Agt., Mauch Chunk.
 L. CHAMBERLAIN, Purchasing Agent,
 303 Walnut St., Philadelphia, Pa.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD CO. { JOHN P. COX Superintendent, Towanda, Pa. THOMAS DESMOND, Asst. Supt., " }

Trains running North.										Trains running South.									
May 16, 1870.										May 16, 1870.									
STATIONS.										STATIONS.									
Lve. New York										Lve. Waverly Jn.									
" Philadelphia										" Athens									
" Easton ¹										" Milan									
" Glendon										" Ulster									
" Freemansburg										" Towanda									
" Bethlehem ²										" Wysauking									
" E. Penn. Junc't'n ³										" Standing Stone									
" Allentown										" Rummerfield									
" Catasauqua ⁴										" Frenchtown									
" Hokendaqua ⁵										" Wyalusing									
" Coplay										" Laceyville									
" Laurys										" Black Walnut									
" Slatington										" Meshoppen									
" Mauch Chunk										" Mehoopany									
" Penn. Haven Inc.										" Tunkhannock									
" Rock Port										" La Grange									
" Tannery										" McKune's									
" White Haven										" Falls									
" Nescopec										" Ransom									
" Fair View										" L. & B. Junc. ⁶									
" New Port										" Pittston									
" S. Wilkes-Barre										" Wilkes-Barre									
" Pittston										" New Port									
" L. & B. Junc. ⁶										" Fairview									
" Ransom										" Nescopec									
" Falls										" White Haven									
" McKunes										" Tannery									
" La Grange										" Rock Port									
" Tunkhannock										" Penn Haven Inc.									
" Vosburg										" Mauch Chunk									
" Mehoopany										" Slatington									
" Meshoppen										" Laurys									
" Black Walnut										" Slatyngton									
" Laceyville										" Coplay									
" Wyalusing										" Hokendaqua ⁵									
" Frenchtown										" Catasauqua ⁴									
" Rummerfield										" Allentown									
" Standing Stone										" E. Penn Junc't'n ³									
" Wysauking										" Bethlehem ²									
" Towanda										" Freemansburg									
" Ulster										" Glendon									
" Milan										" Easton									
" Athens										" Philadelphia									
" Waverly										" New York									

MAHANAY, BEAVER MEADOW AND HAZLETON BRANCHES.

STATIONS.					STATIONS.				
Lve. New York					Lve. Mount Carmel ⁷				
" Philadelphia					" Centralia				
" Easton					" Raven Run				
" Mauch Chunk					" Shenandoah				
" Penn Haven					" Mahanoy City				
" Weatherly					" Quakake Junction ⁶				
" Eckley					" Switch Back				
" Hazleton					" Hartz				
" Beaver Meadow					" Black Cr. Junction				
" Audenried					" Audenried				
" Black Cr. Junction					" Beaver Meadow				
" Hartz					" Eckley				
" Switch-Back					" Hazleton				
" Quakake Junction ⁶					" Weatherly				
" Mahanoy City					" Penn Haven				
" Shenandoah					" Mauch Chunk				
" Raven Run					" Easton ¹				
" Centralia					" Philadelphia				
" Mount Carmel ⁷					" New York				

Connects with Belvidere Delaware Railway. ² With North Pennsylvania Railway. ⁵ With Lackawanna and Bloomsburg Railway.
 With Morris and Essex Railway. ³ E. Penn. RR. & through with Phil & Rgd R.R. ⁶ With Catawissa Railway.
 With Central Railway of New Jersey. ⁴ With Catsaqua and Fogelsville Railway. ⁷ With Northern Central Railway.

PHILADELPHIA AND READING RAILWAY.

FRANKLIN B. GOWEN, President, Philadelphia.
SAMUEL BRADFORD, Treasurer, " "
Wm. H. WEBB, Sec. and Auditor, "

GUSTAVUS A. NICOLLS, Supt., Reading, Pa.
JOHN S. HILLES, General Freight Agent,
Philadelphia, Pa.

CLINTON G. HANCOCK, General Ticket Agent,
Philadelphia, Pa.
CHAS. E. BYERS, Chief Engineer Pottsville, Pa.

Trains Going North.

Schedule in effect May 16, 1870.

Trains Going South.

STATIONS.	Mls	Trains Going North.				Trains Going South.			
		Pas	Mail	Exs.	Acc	Pas	Mail	Exs.	Acc
Lve. Philadelphia ¹	0	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
" Belmont	3 ⁴	6 15	7 30	8 15	12 30	3 30	4 00	5 15	
" Falls	5 ⁴	6 40	7 48		12 50		4 20	5 33	
" Pencoyd	6 ⁴	6 50	7 53		12 57		4 25	5 38	
" Manayunk	7 ⁴	7 04	8 02		1 04		4 29		
" Mill Creek	9 ⁴	7 14			1 09		4 32	5 45	
" Spring Mill	12	7 25			1 29		4 44		
" Conshohocken	13 ⁴	7 34	8 19		1 39		4 50	6 01	
" Norristown ²	17	7 55	8 29	9 05	2 00	4 21	5 02	6 13	
" Merion	19	A. M.							
" Port Kennedy	21 ⁴	8 41			2 20		5 16	6 25	
" Valley Forge	23 ⁴	8 46			2 30		5 22	6 30	
" Perkiomen J'n. ³	25	8 50			2 40		5 30	6 35	
" Phoenixville	27 ⁴	8 58	9 30	2 56	4 45	5 38	6 42		
" Mingo	30 ⁴								
" Royer's Bridge	32 ⁴	9 11			3 16		5 50	6 53	
" Aramingo	32								
" Limerick	34	9 17			3 26		5 59	7 00	
" Pottstown ⁴	40	9 34	9 58	3 56	5 13	6 15	7 14		
" Douglassville	44 ⁴	9 44			4 18		P. M.	7 24	
" Monocacy	47 ⁴								
" Birdsboro	49	9 55			4 40	5 32		7 36	
" Exeter	52	10 03			4 54				
Arr. Reading ⁵	58	10 20	10 35	5 20	5 50		7 55		
Lve. Reading	58			10 45	6 05	6 00			
Arr. Harrisburg ⁶	112			1 00	8 30	8 30			
Lve. Reading	58			10 40		6 00		8 00	
" Tuckerton	63								
" Leesport	66			11 03	6 21			8 22	
" Mohrsville	68 ⁴			11 12	6 29			8 31	
" Shoemakers' v'le	70			11 16	6 33			8 35	
" Hamburg	75			11 30	6 46			8 48	
" Port Clinton ⁷	78	P. M.		11 40	6 55	A. M.	8 58		
" Auburn ⁸	83	6 25		11 55	7 08	7 40	9 10		
" Landingville	86	6 36		12 04	7 16	7 48	9 18		
" Schuylkill Hvn. ⁹	89	6 46		12 13	7 23	7 56	9 27		
" Mount Carbon	92	6 55		12 20	7 30	8 04	9 35		
Arr. Pottsville ¹⁰	93	7 00		12 25	7 35	8 10	9 40		

¹ Sunday Trains leave Philadelphia for Reading 8 00 a.m., arriving at Reading 10 50 a.m.; returning, leaves Reading 4 25 p.m., arriving at Philadelphia 7 25 p.m. A train leaves Pottsville for Philadelphia 8 00 a.m., arriving at Philadelphia 12 35 p.m.; returning, leaves Philadelphia 4 20 p.m., arriving at Pottsville 7 45 p.m. A train leaves Reading for Pottsville on Sunday 7 30 a.m., arriving there 9 15 a.m.; returns from there 4 20 p.m., arriving at Reading 6 00 p.m.

Park Accommodation Trains leave Seventeenth street, stopping at Coates street, Brown street, Thompson street, Mifflin Lane, Belmont Falls, Pencoyd and Manayunk, 8 30 and 11 00 a.m., 2 40, 5 00 and 6 30 p.m. (N. B.—The 5 00 p.m. train runs only to Belmont). Leave Manayunk for Philadelphia 7 45 and 9 15 a.m., 12 05 and 3 25 p.m. Leave Belmont 8 00 and 9 29 a.m., 12 20, 3 39 and 5 35 p.m., arriving at Philadelphia 8 25 and 9 54 a.m., 12 45, 4 04 and 6 00 p.m.

CONNECTIONS OF MAIN LINE.

- ¹ At Philadelphia with railroads diverging.
- ² At Norristown with Chester Valley Railroad.
- ³ At Perkiomen Junction with Perkiomen Railroad for Collegeville, Schwegsville, and intermediate stations.
- ⁴ At Pottstown with Colebrookdale R. R. for Colebrookdale, Boyertown, Mt. Pleasant, etc.
- ⁵ At Reading with Lebanon Valley Branch for Harrisburg, and intermediate stations; also with East Pennsylvania Railroad for Lyons, Topton, Alburts and Allentown.
- ⁶ At Harrisburg with Penn'a Central and Northern Central Railroads.
- ⁷ At Port Clinton with Little Schuylkill Railroad for Ringgold, Tamaqua, etc.
- ⁸ At Auburn with Schuylkill and Susquehanna R. R. for Pine Grove, Tremont, Brookside, Lebanon, etc.
- ⁹ At Schuylkill Haven with Mine Hill and Schuylkill Haven Railroads for Cressona, Minersville, Glen Carbon, etc.
- ¹⁰ At Pottsville with Mountain Link and Schuylkill Valley Railroads for Mount Carbon, New Philadelphia, Middleport, Tuscarora and Tamaqua; also with railroad to Port Carbon, St. Clair and Frackville.

BRANCHES OF PHILADELPHIA AND READING RAILROAD.

EAST PENNSYLVANIA AND LEBANON VALLEY BRANCH RAILROADS.

Westward Bound Trains.							Eastward Bound Trains.							May, 1870.	
STATIONS.	Mls	Mail		Exs.		Acc	STATIONS.	Mls	Fast Mail		Exs.		Mail	Acc	Pas.
		A. M.	P. M.	P. M.	P. M.				A. M.	P. M.	P. M.	P. M.			
Lve. Allentown ¹	0	*7 20	12 25	4 20	*8 45		Lve. Harrisburg	*5 35	8 10	11 25	2 50	*4 10			
" Emaus	6	7 37		4 37	8 59		" Beaver		8 28			4 28			
" Millerstown	9 ⁴	7 47		4 47			" Hummelstown		8 33		3 11	4 32			
" Al Burts ²	12	7 56	12 52	4 55			" Derry		8 44			4 42			
" Shamrock	14 ⁴	8 07		5 02			" Palmyra		8 50		3 25	4 49			
" Topton ³	17 ⁴	8 16	1 04	5 12			" Annville		9 01	12 07	3 35	5 01			
" Lyons	21	8 27	1 15	5 22	9 31		" Lebanon		9 13	12 33	3 47	5 14			
" Fleetwood	24 ⁴	8 37		5 32			" Myerstown		9 31		4 01	5 31			
" Blandon	28	8 47		5 41			" Womelsdorf		9 47	1 00	4 15	5 48			
" Temple	31	8 54	1 37	5 48			" Heidelberg					6 00			
Arr. Reading ⁴	36	9 05		6 00		A. M.	" Wernersville		7 04	10 08		6 05			
Lve. Reading		10 45	1 47	6 05	10 05	*7 15	Arr. Reading		7 23	10 22	1 27	4 43	A. M.		
" Wernersville	45			6 28		7 38	Lve. Reading		7 23	10 30	1 27	4 45	P. M.	6 20	
" Heidelberg	46			6 39			" Temple		10 42	1 37	4 57			6 32	
" Womelsdorf	51	11 26		6 46		7 52	" Blandon		10 49		5 04			6 42	
" Myerstown	57 ⁴	11 41		7 05		8 09	" Fleetwood		7 45	10 57		5 13		6 56	
" Lebanon ⁵	64	11 58	3 04	7 24	11 05	8 26	" Lyons		11 07		5 24		7 12		
" Annville	69	12 11		7 37		8 38	" Topton		8 02	11 17		5 31		7 35	
" Palmyra	74	12 24	3 24	7 50		8 50	" Shamrock		8 07	11 26		5 38		8 07	
" Derry	74					8 56	" Al Burts		11 32	2 18	5 44		8 19		
" Hummelstown	80 ⁴	12 40		8 08		9 07	" Millerstown		11 38		5 51		8 27		
" Beaver	82 ⁴					9 13	" Emaus		11 47		5 59		8 40		
Arr. Harrisburg ⁶	90	1 00	4 00	8 30	12 00	9 30	Arr. Allentown		8 35	12 00	2 40	6 12		8 55	

N. B.—Trains marked thus * run daily.

CONNECTIONS.

- ¹ With Lehigh Valley R. R.
- ² With Catawqua and Fogelsville R. R.
- ³ With branch to Kutztown.
- ⁴ With main line.
- ⁵ With Leba' & Pine Grove R. R.
- ⁶ With Pennsylvania & Northern Central Railroads.

Allentown Railroad, (between Kutztown and Topton). Trains leave Topton for Kutztown 8 20 and 11 20 a.m., 5 35 p.m., arriving at Kutztown 8 40 and 11 40 a.m., 5 55 p.m. Leave Kutztown for Topton 7 35 and 10 40 a.m., 4 40 p.m., arriving at Topton 7 55 and 11 00 a.m., 5 00 p.m. (Distance, 4 1/2 miles).

WILMINGTON AND READING RAILROAD.

J. C. SHARPLESS, Engineer and Gen. Superintendent, Coatesville, Pa.

Going North.				April, 1870.				Going South.				CONNECTIONS.					
STATIONS.				STATIONS.				STATIONS.									
Mls	Pas.	Mix	Pas.	Mls	Pas.	Mix	Pas.	Mls	Pas.	Mix	Pas.						
Wilmington	1	6	30	11	00	5	00	Coatesville	0	6	15	11	05	Trains North.—6 30 a.m. train from Wilmington connects at Chadd's Ford with Phil. & Balt. Cent. R.R. for Philadelphia; at Coatesville with Mail train west, and Lancaster train east on Penn. R. R.			
Newport Road	1	6	39	11	09	5	09	Modeville	2	6	23	11	05	11 00 a.m. train from Wilmington connects at Chadd's Ford with train reaching Philadelphia 3 50 p.m., and at Coatesville with train leaving Philadelphia 2 30 p.m.			
Lancaster Road	3	6	46	11	17	5	16	Mortonville	4	6	31	11	20	5 00 p.m. train from Wilmington connects at Chadd's Ford with train leaving Philadelphia 4 30 p.m., and at Coatesville with evening train for Philadelphia and Cincinnati Express west.			
Buck	3	6	54	11	26	5	24	Laurel	4	6	35	11	20	Trains South.—Train leaving Coatesville 6 15 a.m. connects at Chadd's Ford with Phil. & Balt. Cent. train arriving at Philadelphia 9 40 a.m., and at Wilmington with train for Baltimore, and with train on Delaware R. R. leaving at 10 10 a.m.			
Du Pont's	6	6	58	11	31	5	28	Harvey's	6	6	39	11	24	Train leaving Coatesville 11 05 a.m. connects at Chadd's Ford with train arriving at Phila. 3 50 p.m.			
Swayne's	9	7	06	11	39	5	36	Embreeville	6	6	43	11	27	Train leaving Coatesville 4 55 p.m. connects with train on the Penn. R. R. and with Pacific Express from the West; also at Chadd's Ford with train leaving Philadelphia 4 30 p.m.			
Smith's Bridge	10	7	12	11	46	5	43	Hall's	6	6	47	11	31				
Brookfield	13	7	20	11	54	5	51	Marshall's	10	6	55	11	36				
Chadd's Ford arr	14	7	24	12	00	5	56	Seeds'	12	7	03	11	43				
lve	32	7	30	12	06	6	02	Sager's	12	7	12	11	51				
Brinton's	16	7	35	12	10	6	06	Pocopsin	12	7	15	11	54				
Pocopsin	17	7	39	12	14	6	11	Du Pont's	15	7	19	11	58				
Sager's	18	7	42	12	17	6	14	Chadd's Ford arr	18	7	23	12	02				
Seeds'	20	7	51	12	25	6	23	lve	18	7	29	12	08				
Marshall's	22	7	59	12	32	6	31	Brookfield	19	7	34	12	13				
Hall's	24	8	07	12	37	6	39	Smith's Bridge	22	7	42	12	21				
Embreeville	25	8	11	12	41	6	45	Swayne's	23	7	49	12	27				
Harvey's	26	8	15	12	44	6	49	Buck	26	7	57	12	35				
Laurel	27	8	19	12	48	6	53	Lancaster Road	27	8	01	12	39				
Mortonville	28	8	23	12	51	6	57	Newport Road	29	8	09	12	46				
Modeville	30	8	31	12	58	7	05	Wilmington	32	8	16	12	52				
Coatesville	32	8	39	1	05	7	16		32	8	25	1	00				
ARRIVE		A. M.	P. M.	P. M.				ARRIVE		A. M.	P. M.	P. M.					

132 CAMDEN AND ATLANTIC RAILWAY.

ROBT. FRAZER, Pres., Philadelphia. | G. W. N. CUSTIS, Gen. Supt. | Camden, N. J.
 H. WHITEMAN, Sec. and Treasurer, | Philadelphia, Pa. | D. H. MUNDAY, Gen. Ticket Agt.
 M. J. BIDDLE, Gen. Freight Agent, Philadelphia, Pa.

Trains Leave.				Trains Arrive.			
Acc.	Acc.	Mail	Mls	Frs.	Acc.	Acc.	Mail
P. M.	P. M.	A. M.		A. M.	A. M.	P. M.	
5 45	4 00	8 15	0	7 42	8 58	6 38	
6 12	4 20	8 40	7	7 15	8 40	6 12	
6 31	4 29	9 01	10	7 02	8 29	5 50	
6 40	4 35	9 11	12	6 54	8 23	5 40	
7 00	4 49	9 33	17	6 32	8 10	5 18	
7 08	4 59	9 47	20	6 22	8 02	4 59	
5 11	10 10	24		7 51	4 40		
5 17	10 20	26		7 44	4 31		
5 25	10 34	29		7 36	4 18		
5 34	10 49	32		7 27	4 03		
5 41	11 01	34		7 20	3 51		
5 54	11 27	39		7 08	3 30		
6 06	11 46	43		6 56	3 11		
6 22	12 12	49		6 40	2 45		
6 37	12 40	54		6 27	2 23		
6 55	1 05	61		6 05	1 48		
P. M.	P. M.	P. M.		ARRIVE	[LEAVE]	A. M.	A. M.

Haddonfield Accommodation Trains.—Leave Cooper's Point to 30 a.m. and 2 15 p.m. Leave Haddonfield 1 00 and 3 15 p.m.

133 CINCINNATI AND ZANESVILLE RAILROAD.

D. C. CONVERS, Auditor, Zanesville. | O. W. SHATTUCK, | Lancaster, O.
 C. H. ABBOTT, Gen. Freight and | Master of Transportation, | Ticket Agent, Zanesville, O.

Leave.			Arrive.		
Mix	Pas	Mls	Frs.	Pas	Mix
P. M.	A. M.		P. M.	A. M.	P. M.
2 15	8 00	0	6 15	10 30	
3 15	8 40	10	5 40	9 30	
3 45	9 00	16	5 20	9 00	
4 15	9 20	21	5 00	8 20	
4 45	9 40	26	4 45	8 03	
5 25	10 00	33	4 22	7 23	
5 40	10 13	37	4 03	7 00	
7 15	10 30	43	3 45	6 30	
8 10	11 00	52	3 18	4 30	
8 40	11 15	57	3 04	4 00	
9 20	11 35	64	2 45	3 15	
10 00	11 53	80	2 27	2 36	
10 10	12 00	73	2 21	2 22	
10 43	12 15	77	2 10	1 55	
11 00	12 30	81	2 00	1 30	
1 00	1 03	91	1 31	1 20	
1 30	1 20	95	1 20	1 17	
2 14	1 37	102	1 00	1 04	
2 27	1 44	104	12 53	10 28	
2 55	1 55	108	12 41	10 02	
3 22	2 07	112	12 30	9 38	
3 53	2 20	117	12 15	9 10	
4 23	2 33	122	12 05	8 45	
5 30	3 00	132	11 35	7 45	
8 00	5 00	168	9 45	5 40	
A. M.	P. M.		ARRIVE	[LEAVE]	A. M.

1 Connects with Central Ohio Division of Baltimore and Ohio Railway.
 2 Junction with Little Miami Railway.
 3 Trains run on Little Miami Railway to Morrow.
 Standard of Time—Clock at the Office of Master of Transportation at Lancaster.

134 LEHIGH AND SUSQUEHANNA RAILWAY.

E. W. CLARK, President, Phila. | HUGH PITCAIRN, Assist. Supt., | Mauch Chunk.
 JOHN P. LISLEY, Gen. Agt., Phila.

Trains Leave.				Trains Arrive.				
Acc.	Acc.	Acc.	Exs.	Mls	Frs.	Exs.	Acc.	
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
5 15	1 00	10 10	9 05	0	Green Ridge 1	6 00	9 30	
5 20	1 05	10 15	9 10	2	Scranton 1	5 56	9 26	
5 40	1 23	10 33	9 26	8	Spring Brook	5 40	9 07	
5 52	1 35	10 45	9 36	12	Pittston	5 25	8 55	
6 17	2 00	11 10	10 00	20	Wilkesbarre	5 00	8 30	
P. M.	P. M.	A. M.	A. M.	11 23	50	Nanticoke Junct.	4 46	A. M.
A. M.	A. M.	A. M.	A. M.	11 56	60	White Haven	3 29	A. M.
6 50	1 03	75	1 03	75	Rockport	2 59	A. M.	
6 59	1 10	79	1 10	79	Penn Haven Junct.	2 36	A. M.	
7 02	1 12		1 12		Mauch Chunk 2	2 15	A. M.	
7 08	1 17	81	1 17	81	Lehighton	1 41	A. M.	
7 22	1 28	86	1 28	86	Weissport	1 38	A. M.	
7 31	1 34		1 34		Parryville	1 32	A. M.	
7 44	1 45		1 45		Lehigh Gap	1 16	A. M.	
7 56	1 54		1 54		Walnut Port	1 06	A. M.	
7 59	1 56		1 56		Treichler's	1 02	A. M.	
8 04	2 01	100	2 01	100	Siegfried's Bridge	12 43	A. M.	
8 15	2 10	104	2 10	104	Laubach's	12 40	A. M.	
8 39	2 20	109	2 20	109	Catasauqua 4	12 36	A. M.	
8 50	2 28		2 28		Allentown	12 26	A. M.	
9 05	2 48	163	2 48	163	Bethlehem 5	12 12	A. M.	
9 10	2 52	112	2 52	112	Freemansburg	12 05	A. M.	
11 45	4 45	121	4 45	121	Easton	11 45	A. M.	
	6 30		6 30		Phillipsburg	11 41	A. M.	
	9 40	196	9 40	196	Philadelphia	9 45	A. M.	
					Central N. J. R. R.	9 00	A. M.	
					New York		A. M.	
					Morris & Es'x R. R.		A. M.	
					ARRIVE	[LEAVE]		

1 Connects with Delaware and Hudson Railway.
 2 With Delaware, Lackawanna and Western Railway.
 3 With Mauch Chunk, Summit Hill and Switch Back Railway.
 4 With Catasauqua and Fogelsville Railway.
 5 With North Pennsylvania Railway.

135 CATASAUQUA AND FOGELSVILLE RAILWAY.

J. HUNT, President. | C. W. CHAPMAN, Supt. and Eng., | Catasauqua, Pa.
 J. WILLIAMS, Treas. & Gn. Tkt. Agt. | Catasauqua, Pa.
 ROBT. E. WILLIAMS, Gen. Freight Agent, Catasauqua, Pa.

Leave.			Arrive.		
Pas.	Pas.	Mls	Frs.	Pas.	P. M.
P. M.	A. M.		A. M.	P. M.	
2 00	6 50		10 15	6 20	
2 13	7 00		10 05	6 11	
2 19	7 05		10 00	6 06	
2 24	7 10		9 55	6 02	
2 31	7 15		9 50	5 58	
2 41	7 23		9 40	5 50	
2 52	7 33		9 28	5 40	
3 07			9 14		
3 17			9 08		
4 00	7 39		8 35	5 30	
4 06	7 45		8 30	5 25	
P. M.	A. M.		ARRIVE	[LEAVE]	A. M.

136 MAUCH CHUNK, SUMMIT HILL AND SWITCH BACK RAILWAY.
 S. M. LINE, Proprietor, | J. LEISENRING, Supt. & Eng., Mauch Chunk.
 Trains leave foot of Mt. Pisgah at 8 00 a.m. 12 45, 3 00 and 4 45 p.m.
 Returning, leave Summit Hill at 8 00 and 10 00 a.m., and 3 00 and 5 00 p.m.
 Distance to Summit Hill, 9 miles; to Switch Back 7 miles.
 Connects at Mauch Chunk with Lehigh Valley Railway; at Summit with Stage to Tamaqua.

1 Connects with the Lehigh Valley Railway.
 2 With the E. Pennsylvania Railway.

137 OIL CREEK AND ALLEGHENY RIVER RAILWAY.

(Warren and Franklin, Farmers & Oil Creek Railroads Consolidated)

EDW. F. GAY, President, Philadelphia
 JOHN PITCAIRN, Jr., Gen. Manager and Purch'g Agt., Cory, Pa.
 C. J. HARBURN, Superintendent, Cory, Pa.
 F. A. PHILLIPS, Sec'y and Treas., Cory, Pa.

Trains Leave.				Trains Arrive.				
Nov. 15, 1869.								
Acc	Mail	Pas.	Mls	STATIONS.	Frs.	Mail	Exs.	Acc
	P. M.	A. M.	A. M.			A. M.	P. M.	
	12 05	7 15	0	Irvineton 1	†	11 40	7 10	
	12 17	7 25	2	Dunn's Eddy		11 32		
	12 25	7 38	5	Penn. House			4 56	
	12 34	7 47	9	Thompson's		11 21	4 48	
	12 40	7 54	11	Cobham		11 13	4 40	
	12 53	8 08	15	Magee's		11 06	4 33	
	1 09	8 26	20	Tidoute		10 56	4 21	
	1 20	8 37	23	White Oaks		10 38	4 02	
	1 30		26	East Hickory		10 28	3 52	
	1 35	8 54	28	Dawson		10 18		
	1 40	9 01	30	Jamison		10 14	3 36	
		9 11	33	Tionesta		10 07	3 31	
	1 55	9 18	35	Hunter			3 21	
	2 03	9 24	37	Stewart		9 50	3 13	
	2 07	9 29	38	President		9 43	3 07	
	2 12	9 34	39	Eagle Rock		9 40	3 03	
	2 17	9 40	41	Henry's Bend		9 34	2 58	
	2 23	9 47	43	Oleopolis		9 27	2 52	
	2 25	9 57	47	Walnut Bend		9 21	2 45	
	2 50	10 10	50	Rockwood		9 11	2 35	
	3 11	10 34	53	Oil City 2 lve		8 59	2 22	P. M.
	3 14	10 37	54	McClintock		8 53	2 15	9 20
	3 24	10 43	55	Rouseville		8 40	2 02	
	3 30	10 49	56	Rynd Farm		8 36	1 59	9 02
	3 34	10 53	56	Tarr Farm		8 31	1 53	8 56
	3 43	11 00	57	Columbia		8 25	1 48	8 50
	3 43	11 05	57	Pet. Centre lve		8 21	1 45	8 45
	3 50		61	Pioneer		8 14	1 40	8 38
	3 55	11 30	62	Shaffer		8 12	1 38	8 36
	4 00	11 59	68	Miller Farm		8 05	1 32	8 28
	4 30	12 11	71	Titusville		7 59		
	4 44	12 29	76	Hydowntown		7 55	1 18	8 12
	4 59		79	Myer's Switch		7 35	1 59	7 50
	5 09	12 40	82	Tyrnoville		7 21	1 24	7 29
	5 16	1 05	86	Centreville		7 07	1 29	7 14
			89	Glynden			1 26	6 52
			93	Spartansburg		6 39	11 52	6 38
			95	Summit				
				Stewart's Switch				
				Corry 3		6 10	11 30	6 05
				ARRIVE	[LEAVE]	A. M.	A. M.	P. M.

STANDARD OF TIME.—Clock in Superintendent's office at Cory, Pa.

1 Connects with Philadelphia and Erie Railway.
 2 Connects with Franklin Branch of Atlantic and Great Western R'y.
 3 Connects at Cory with Philad. and Erie R'y, for Harrisburg, etc.; also with the Atlantic & Gt. Western R'way for Cincinnati and the West.

138 OIL CITY AND PITHOLE BRANCH RAILWAY.

GEO. V. FORMAN, Receiver, Oil City, Pa.
 W. W. BRONSON, Superintendent, Oil City, Pa.
 H. F. O'NEAL, Treas. and Audit., Oil City, Pa.

Trains leave Pithole for Prathers Mills, Wood's Mills, Bennett's Mills and Oleopolis, 8 00 a.m. and 2 30 p.m. Returning, leave Oleopolis 10 05 a.m. and 4 05 p.m. Distance, 7 miles.

139 HANOVER BRANCH AND GETTYSBURG RAILWAY.

ROBERT McCURDY, Sequesteror, David Wills, Secretary and Treas. and Superintendent.
 H. D. SCOTT, Gen. Ticket Agent, Gettysburg, Pa.

Trains Leave.				Trains Arrive.			
Nov. 16, 1869.							
Pas.	Mix	Mls	STATIONS.	Frs.	Mix	Pas.	Mix
P. M.	A. M.	A. M.			A. M.	P. M.	P. M.
2 45	8 40	0	Gettysburg		10 00	12 20	6 20
2 57	8 52	4	Granite		9 40	12 08	6 10
3 00	8 55	5	Gulden's		9 30	11 55	6 07
3 12	9 10	12	Oxford		9 10	11 55	5 55
3 17	9 15	13	Valley		8 50	11 46	5 50
3 45	9 40	6 00	Hanover 1		8 30	11 40	5 40
3 51	9 46	6 16	Smith's		8 00	11 12	5 17
3 56	9 51	6 24	Porters's		7 45	11 07	5 12
4 02	9 57	6 40	Jefferson		7 39	11 01	5 06
4 14	10 05	6 45	Cold Spring		7 20	10 55	5 00
4 17	10 15	6 52	Strickhauser's		7 15	10 51	4 56
4 20	10 20	7 00	Hanover Junc. 2		7 10	10 45	4 50
			ARRIVE	[LEAVE]	A. M.	A. M.	P. M.

Train leaves Littlestown for Hanover 7 15 a.m. daily. Returning, leaves Hanover for Littlestown 3 35 p.m. daily.
 Extra train leaves Hanover on Wednesday, 11 35 a.m. Returning from Littlestown 12 10 p.m.

1 Connects at Hanover with Littlestown Railway.
 2 " " Junction with North Central Railway.

140 HUNTINGDON AND BROAD TOP RAILWAY.

B. A. KNIGHT, Pres., Phila., Pa.
 JOHN P. AERTSEN, Secretary and Treasurer, Philadelphia, Pa.
 J. MCKILLIPS, Gen Superintendent and Purchasing Agent.
 ROBERT U. JACOB, Gen. Agent.
 J. CAFFEY, Master Mechanic, Huntingdon, Pa.

Trains Leave.				Trains Arrive.			
				STATIONS.			
Exs.	Mail	Mls	STATIONS.	Frs.	Exs.	Mail	Mls
P. M.	A. M.	A. M.			A. M.	P. M.	
5 55	8 40	0	Huntingdon 1		10 10	4 20	
6 17	9 00	5	M'Connellstown		9 46	3 55	
6 24	9 07	7	Pleasant Grove		9 37	3 48	
6 40	9 22	11	Marklesburg		9 22	3 32	
6 56	9 38	15	Coffee Run		9 03	3 16	
7 03	9 46	17	Rough and Ready		8 55	3 09	
7 18	10 01	20	Cove		8 40	2 55	
7 24	10 05	21	Fisher's Summit		8 36	2 51	
7 41	10 25	24	Saxton		8 20	2 26	
8 14	10 43	29	Riddlesburg		7 46	2 08	
8 23	10 52	31	Hopewell		7 38	2 00	
8 42	11 10	35	Piper's Run		7 17	1 40	
9 09	11 29	40	Tatesville		6 56	1 20	
9 19	11 45	43	Bloody Run		6 40	1 05	
9 26	11 52	44	Mt. Dallas 2		6 35	1 00	
			ARRIVE	[LEAVE]	A. M.	P. M.	

Broad Top City Branch.—Leave Saxton for Coalmont, Crawford and Dudley at 10 30 a.m. and 7 50 p.m., arriving at Dudley 11 00 a.m. and 8 20 p.m. Returning, leave Dudley at 7 40 a.m. and 1 55 p.m., arriving at Saxton 8 05 a.m. and 2 25 p.m.

1 Connects with Pennsylvania Central Railroad.
 2 Connects with Stages to Bedford Springs.

141 WESTERN MARYLAND RAILWAY.

P. H. IRWIN, Superintendent, Westminister, Md.
 JOHN B. BOYLE, Treasurer, Westminister, Md.
 W. H. JORDAN, Gen. Freight and Ticket Agent, Baltimore, Md.

Trains Leave.				Trains Arrive.			
				STATIONS.			
Acc.	Mail	Mls	STATIONS.	Frs.	Acc.	Mail	Mls
P. M.	A. M.	A. M.			A. M.	P. M.	
4 06	9 03	0	Relay 1		9 45	4 48	
4 18	9 14	2	Rockland		9 27	4 32	
4 24	9 18	3	Brooklandville		9 18	4 24	
4 42	9 36	7	Green Springs		9 02	4 06	
4 45	9 39	8	Pike		8 58	4 02	
5 03	9 57	13	Timber Grove		8 42	3 43	
5 10	10 04	15	Reisterstown		8 35	3 36	
5 23	10 16	18	Finksburg		8 21	3 21	
5 40	10 33	22	Patapsco		8 05	3 03	
5 48	10 40	24	Shambersburg		7 58	2 54	
6 09	11 00	29	Westminster		7 39	2 27	
6 20	11 12	32	Avondale		7 27	2 10	
6 30	11 20	34	Wakefield		7 19	1 57	
6 38	11 30	36	New Windsor		7 10	1 46	
6 48	11 39	39	Linwood		7 02	1 33	
6 56	11 45	40	Union Bridge		6 55	1 21	
7 07	11 56	43	Middleburg		6 44	1 06	
7 12	12 00	44	York Road		6 40	1 00	
			ARRIVE	[LEAVE]	A. M.	P. M.	

1 At Relay close connections are made with Northern Central Trains.

142 CUMBERLAND VALLEY RAILWAY.

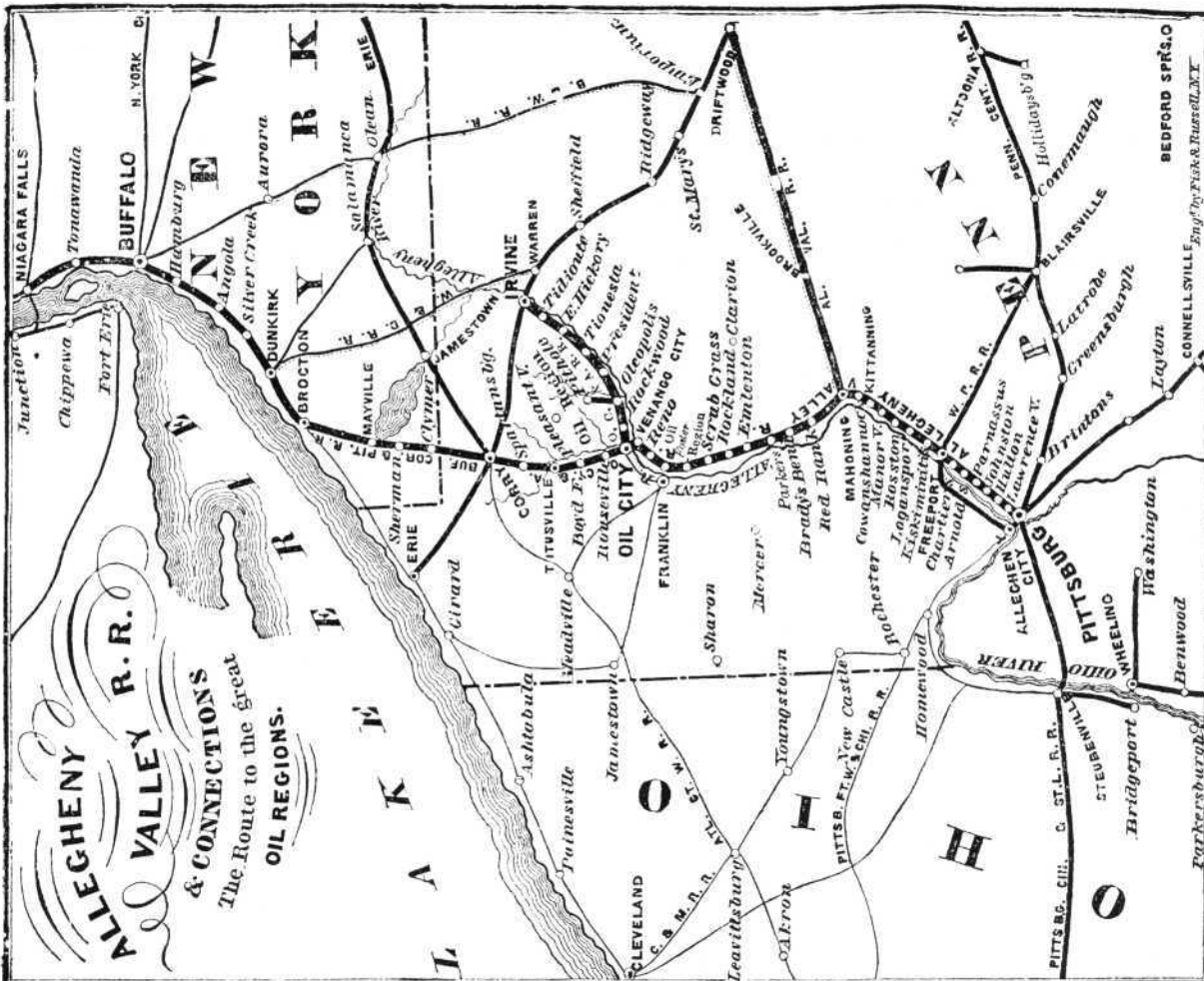
FRED. A. WATTS, President, Carlisle, Pa.
 O. N. LULL, Gen. Superintendent, Chambersburg, Pa.

Trains Leave.				Trains Arrive.				
May 2, 1870.								
Exs.	Mail	Acc.	Mls	STATIONS.	Frs.	Acc.	Mail	Exs.
P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	P. M.
4 15	1 38	8 00	0	Harrisburg 1		7 30	10 55	3 50
4 25	1 47	8 10	1	Bridgeport		7 20	10 42	3 38
4 36	1 58	8 22	5	Shiremanstown		7 10	10 30	3 26
4 47	2 09	8 35	9	Mechanicsburg		7 02	10 22	3 18
4 55	2 17	8 43	13	Kingston		6 51	10 07	3 06
5 03	2 25	8 50	15	Middlesex		6 43	9 59	2 58
5 17	2 40	9 11	18	Carlisle		6 33	9 48	2 50
5 27	2 52	9 23	23	Good Hope		6 18	9 31	2 28
5 35	3 00	9 32	26	Alterton		6 11	9 22	2 21
5 50	3 15	9 47	30	Newville		6 00	9 10	2 10
6 00	3 26	9 57	35	Oakville		5 43	8 55	1 52
6 17	3 45	10 20	41	Shippensburg		5 29	8 40	1 37
6 35	4 05	10 37	47	Scotland		5 10	8 20	1 15
6 45	4 15	10 47	52	arr Chambers lve		5 00	8 10	1 05
				lve burg arr				8 03
				Marion				7 47
				Greencastle 2				7 35
				State Line				7 12
				Morgantown				7 10
				Hagerstown 3				7 00
				ARRIVE	[LEAVE]	A. M.	A. M.	P. M.

1 Connects with Pennsylvania Central; Northern Central, and Lebanon Valley Railways.
 2 With Stages to Mercersburg and Waynesboro, Pa., daily.
 3 With Stages to Martinsburg, Hancock and Frederick City, Md., daily, except Sunday.

* Accommodation trains daily.

+ Daily, except Sundays.



143 ALLEGHENY VALLEY RAILROAD.

WILLIAM PHILLIPS, President. THOMAS M. KING, Assist. Superintendent. H. BLACKSTONE, Chief Engineer.
 J. J. LAWRENCE, Gen. Superintendent. JOHN BALLANTINE, Secretary and Treasurer. G. W. GLASS, Master Mechanic.

Pittsburg to Oil City.										Oil City to Pittsburg.											
STATIONS.	Mls	Exs.	Exs.	Acc	Acc	Acc	Acc	Acc	Acc	STATIONS.	Frs.	Exs.	Exs.	Acc	Acc	Acc	Mxd	Acc.	Acc	Acc	
Lve. Pittsburg	0	7 15	8 00	3 15	9 30	6 30	6 40	11 50	5 00	11 00	Lve. Oil City	10 30	9 30	10 40	3 15	9 30	6 30	6 40	11 50	5 00	11 00
" Lawrenceville	3	7 30	8 20	3 30	9 50	6 45	6 55	12 05	5 15	11 15	" Reno	10 30	9 30	10 40	3 15	9 30	6 30	6 40	11 50	5 00	11 00
" Sharpsburg	4	7 40	8 30	3 39	10 04	6 50	7 03	12 14	5 24	11 25	" Franklin	10 55	10 05	10 55	3 19	9 39	6 34	6 45	12 00	5 05	11 10
" Brilliant	6	8 40	9 30	3 46	10 15	7 04	7 10	12 21	5 32	11 33	" Foster	11 18	10 37	11 18	3 22	9 42	6 38	6 49	12 05	5 10	11 20
" Ireland	7	8 40	9 30	3 52	10 30	7 11	7 15	12 27	5 38	11 38	" Scrubgrass	11 45	11 15	11 45	3 25	9 45	6 41	6 52	12 10	5 15	11 25
" Armstrong's	9	9 40	10 30	4 02	10 44	7 20	7 25	12 35	5 45	11 46	" Emlenton	12 40	12 30	12 40	3 28	9 48	6 44	6 55	12 15	5 20	11 30
" Verner	10	9 40	10 30	4 06	10 48	7 24	7 28	12 39	5 49	11 50	" Foxburg	12 50	12 45	12 50	3 31	9 51	6 47	6 58	12 20	5 25	11 35
" Edgewater	11	9 40	10 30	4 09	10 52	7 26	7 32	12 43	5 51	11 52	" Parker	1 00	1 00	1 00	3 34	9 54	6 49	7 00	12 25	5 30	11 40
" Hulton	12	8 00	9 10	4 13	10 56	7 30	7 35	12 45	5 54	11 55	" Catfish	1 54	1 57	1 54	3 37	9 57	6 52	7 03	12 30	5 35	11 45
" Logan's Ferry	16	8 13	9 20	4 30	11 16	7 46	7 46	12 45	5 54	11 55	" Brady's Bend	2 00	1 05	5 55	3 40	10 00	6 55	7 05	12 35	5 40	11 50
" Parnassus	17	8 16	9 20	4 34	11 21	7 50	7 50	12 45	5 54	11 55	" Phillipsburg	2 05	1 10	6 03	3 43	10 03	6 55	7 10	12 40	5 45	11 55
" Arnold's	19	8 16	9 20	4 38	11 26	7 54	7 54	12 45	5 54	11 55	" Red Bank	2 15	1 20	6 10	3 46	10 06	6 55	7 15	12 45	5 50	12 00
" Tarentum	20	8 25	9 30	4 47	11 38	8 01	8 01	12 45	5 54	11 55	" Mahoning	2 30	1 30	6 34	3 49	10 09	6 55	7 20	12 50	5 55	12 05
" Chartier's	22	8 30	9 59	4 47	11 38	8 07	8 07	12 45	5 54	11 55	" Templeton	2 42	1 42	6 38	3 52	10 12	6 55	7 25	12 55	5 55	12 10
" Garver's Ferry	27	8 41	10 17	5 00	12 15	8 14	8 14	12 45	5 54	11 55	" Pine Creek	2 53	1 53	6 40	3 55	10 15	6 55	7 30	13 00	5 55	12 15
" West Pa. Junc.	29	8 50	10 24	5 15	1 00	8 23	8 23	12 45	5 54	11 55	" Cowanshann'k	3 00	2 00	6 50	3 58	10 18	6 55	7 35	13 05	5 55	12 20
" White Rock	33	9 00	10 30	5 31	1 00	8 31	8 31	12 45	5 54	11 55	" Kittanning	3 10	2 10	7 05	4 01	10 20	6 55	7 40	13 10	5 55	12 25
" Kelley's	35	9 06	10 47	5 35	1 00	8 35	8 35	12 45	5 54	11 55	" Rosston	3 26	2 26	7 24	4 04	10 24	6 55	7 45	13 15	5 55	12 30
" Logansport	37	9 15	10 56	5 41	1 00	8 41	8 41	12 45	5 54	11 55	" Logansport	3 33	2 33	7 31	4 07	10 27	6 55	7 50	13 20	5 55	12 35
" Rosston	39	9 16	11 06	5 45	1 00	8 45	8 45	12 45	5 54	11 55	" Kelley's	3 39	2 39	7 40	4 10	10 30	6 55	7 55	13 25	5 55	12 40
" Kittanning	44	9 31	11 31	5 67	1 00	8 67	8 67	12 45	5 54	11 55	" White Rock	3 43	2 43	7 45	4 13	10 33	6 55	7 55	13 30	5 55	12 45
" Cowanshann'k	48	9 40	11 40	5 67	1 00	8 67	8 67	12 45	5 54	11 55	" West Pa. Junc.	3 55	2 55	7 55	4 16	10 36	6 55	7 55	13 35	5 55	12 50
" Pine Creek	49	9 45	11 45	5 67	1 00	8 67	8 67	12 45	5 54	11 55	" Garver's Ferry	4 04	3 04	8 03	4 19	10 41	6 55	7 55	13 40	5 55	12 55
" Templeton	54	9 58	12 20	6 40	1 00	9 40	9 40	12 45	5 54	11 55	" Chartier's	4 15	3 15	8 13	4 24	10 44	6 55	7 55	13 45	5 55	13 00
" Mahoning	55	9 58	12 20	6 40	1 00	9 40	9 40	12 45	5 54	11 55	" Tarentum	4 27	3 27	8 13	4 29	10 48	6 55	7 55	13 50	5 55	13 05
" Red Bank	54	10 20	12 52	7 05	1 00	10 05	10 05	12 45	5 54	11 55	" Arnold's	4 30	3 30	8 20	4 34	10 51	6 55	7 55	13 55	5 55	13 10
" Phillipsburg	66	10 27	1 02	7 12	1 00	10 12	10 12	12 45	5 54	11 55	" Parnassus	4 42	3 42	8 26	4 39	10 53	6 55	7 55	14 00	5 55	13 15
" Brady's Bend	68	10 35	1 14	7 20	1 00	10 20	10 20	12 45	5 54	11 55	" Logan's Ferry	4 30	3 30	8 30	4 44	10 57	6 55	7 55	14 05	5 55	13 20
" Catfish	71	10 42	1 30	7 26	1 00	10 26	10 26	12 45	5 54	11 55	" Hulton	4 45	3 45	8 30	4 49	11 00	6 55	7 55	14 10	5 55	13 25
" Parker	82	11 35	2 39	7 39	1 00	10 39	10 39	12 45	5 54	11 55	" Edgewater	4 45	3 45	8 30	4 54	11 03	6 55	7 55	14 15	5 55	13 30
" Foxburg	85	11 45	3 40	7 45	1 00	10 45	10 45	12 45	5 54	11 55	" Verner	4 45	3 45	8 30	4 59	11 06	6 55	7 55	14 20	5 55	13 35
" Emlenton	89	11 55	3 55	7 55	1 00	10 55	10 55	12 45	5 54	11 55	" Armstrong's	4 45	3 45	8 30	5 04	11 09	6 55	7 55	14 25	5 55	13 40
" Scrubgrass	106	12 45	4 15	8 05	1 00	11 05	11 05	12 45	5 54	11 55	" Ireland	4 45	3 45	8 30	5 09	11 12	6 55	7 55	14 30	5 55	13 45
" Foster	115	1 05	4 35	8 15	1 00	11 15	11 15	12 45	5 54	11 55	" Brilliant	4 45	3 45	8 30	5 14	11 15	6 55	7 55	14 35	5 55	13 50
Arr. Franklin	123	1 33	5 26	8 26	1 00	11 26	11 26	12 45	5 54	11 55	" Sharpsburg	5 08	4 08	9 37	5 51	12 00	6 55	7 55	14 40	5 55	14 00
" Reno	128	1 45	5 50	8 35	1 00	11 35	11 35	12 45	5 54	11 55	" Lawrenceville	5 15	4 15	9 50	6 00	12 06	6 55	7 55	14 45	5 55	14 05
" Oil City	131	1 55	6 00	8 45	1 00	11 45	11 45	12 45	5 54	11 55	Arr. Pittsburg	5 30	4 30	10 05	6 15	12 15	6 55	7 55	14 50	5 55	14 10

PENNSYLVANIA CENTRAL RAILROAD, AND IMMEDIATE CONNECTIONS.

JERRY W. GWINNER, Gen. Pass. and Ticket Agent, Philadelphia. JOHN H. MILLER, Gen. Eastern Passenger Agent, 526 Broadway, N.Y.

D. M. BOYD, JR., First Asst. Gen. Pass. and Ticket Agent, Philadelphia. THOS. L. KIMBALL, Gen. Western Passenger Agent, Chicago.

Condensed Time-Schedule in effect May 2, 1870, and until further notice.

Table with columns for STATIONS, Fast line, Cincin'ti Express, Night Express, Pacific Express, Southern Express, Cincin'ti Express, Phila. Express, and Fast line. Rows list various routes and stations including Boston, New York, Chicago, St. Louis, and San Francisco.

PENNSYLVANIA CENTRAL RAILROAD.

J. EDGAR THOMSON, President, Phila., Pa.
THOMAS A. SCOTT, First Vice-President, "
H. J. LOMBAERT, Second Vice-President, "
EDMUND SMITH, Third Vice-President, "
G. B. ROBERTS, Fourth Vice-President, "
THOMAS T. FIRTH, Treasurer, "
SAMUEL G. LEWIS, Controller, "
THOMAS R. DAVIS, Auditor, "
S. B. KINGSTON, Jr., Gen. Freight Agent, "
H. W. GWINNER, Gen. Pass. and Tkt. Agt., "

D. M. BOYD, JR., First Asst. Gen. Pass. and Ticket Agent, Phila., Pa.
ENOCH LEWIS, Purchasing Agent, "
W. H. WILSON, Consulting Eng., "
A. J. CASSATT, Gen. Supt., Altoona, Pa.
JOHN REILLY, Supt. of Transportation, "
ISAAC DRIPPS, Supt. Motive Power & Machinery, "
W. F. LOCKARD, Supt. Phila. Div. [Altoona, Pa.
THEODORE L. HEIZMANN, Chief Engineer, "
SAMUEL A. BLACK, Supt. Mid. Div., Harrisburg.

ROBERT PITCAIRN, Supt. Pittsburg Division, Pittsburg, Pa.
ROBERT NEILSON, Supt. Western Pennsylvania and Indiana Branch Roads, Pittsburg, Pa.
G. C. WILKINS, Supt., Branch Roads, Tyrone.
JOHN H. MILLER, Gen. Eastern Pass. Agent, 526 Broadway, N. Y.
THOS. L. KIMBALL, Gen. Western Passenger Agent, Chicago, Ill.

Philadelphia to Pittsburg.

Pittsburg to Philadelphia.

Table with columns for STATIONS, Miles, and various train services (Mail Train, Fast Line, Cincinnati Express, etc.) for both directions. Includes notes on accommodations and train types.

N. B.—An Accommodation Train leaves Philadelphia daily, (except Sunday,) for Parkersburg and intermediate stations 5 20 p.m., arriving at Parkersburg 7 35 p.m.; leaves Parkersburg for Philadelphia 6 30 a.m., arriving at Philadelphia 8 50 a.m.

PENNSYLVANIA CENTRAL RAILROAD.—Branches.

PAOLI ACCOMMODATION TRAINS.

Table with columns for Sun., Sun., Acc, Acc, Acc, STATIONS, Acc, Acc, Acc, Sun., Sun. Includes stations like Philadelphia, Hestonville, Overbrook, Merion, Wynnewood, Athensville, Haverford, White Hall, Rosemont, Villa Nova, Radnor, Morgan's Corner, Wayne, Eagle, Reeseville, Paoli.

BALD EAGLE DIVISION.

G. C. WILKINS, Superintendent, Tyrone.

Table with columns for Exs., Mail, MIs, STATIONS, MIs, Exs., Mail. Includes stations like Tyrone, Intersection, Bald Eagle, Hannah, Port Matilda, Martha, Julian, Unionville, Snow Shoe Inter, Milesburg, Bellefonte, Howard, Eagleville, Beech Creek, Mill Hall, Lock Haven.

COLUMBIA BRANCH.

Wm. F. LOCKARD, Superintendent.

Table with columns for WAY, Acc, Mail, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Lancaster, Dillerville, Mountville, Columbia, Marietta, Bainbridge, Branch Inter, Harrisburg.

CLEARFIELD DIVISION.

G. C. WILKINS, Superintendent, Tyrone.

Table with columns for Mail, MIs, STATIONS, MIs, Mail. Includes stations like Tyrone, Intersection, Mount Pleasant, Sandy Ridge, Powelton, Oseola, Philipsburg, Woodland, Clearfield.

MIFFLIN AND CENTRE COUNTY BRANCH.

SAMUEL A. BLACK, Supt., Harrisburg.

Table with columns for Acc, Acc, Acc, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Penn. R. R. Depot, Lewistown, Freedom Iron Wks, Yeagertown, Mann's Siding, Reedsville, Honey Creek, Nagney, Milroy.

INDIANA BRANCH.

ROBERT PITCAIRN, Superintendent, Pittsburg.

Table with columns for Acc, Acc, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Blairsville Int, Blairsville, Black Lick, Homer, Reed's, Indiana.

EBENSBURG AND CRESSON BRANCH.

ROBERT PITCAIRN, Supt., Pittsburg.

Table with columns for Acc, Acc, Acc, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Cresson, Munster, Kaylor's, Ebsenburg.

HOLLIDAYSBURG BRANCH.

ROBERT PITCAIRN, Superintendent, Pittsburg.

Table with columns for Acc, Acc, Acc, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Altoona, Duncansville, Hollidaysburg.

WAYNESBURG BRANCH.

Wm. LOCKARD, Superintendent, Philadelphia.

Table with columns for Acc, Acc, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Downingtown, Chester Valley Int, Dorlon's Mills, Cornogs, Moorestown, Cupola, Waynesburg.

NEWRY BRANCH.

ROBERT PITCAIRN, Supt., Pittsburg.

Table with columns for Acc, Acc, Acc, MIs, STATIONS, MIs, Acc, P. M., P. M., P. M. Includes stations like Hollidaysburg, Duncansville, Newry.

WESTERN PENNSYLVANIA BRANCH.

A. J. CASSATT, Gen. Supt., Altoona.

ROBERT NEILSON, Supt., Pittsburg.

Large table with columns for STATIONS, MIs, Exs., Mail, Acc, Acc, Acc, Sun. Includes stations like Blairsville Inter, Livermore, Kelly's, Saltsburg, Fairbanks, North West, Roaring Run, Apollo, Leechburg, Allegheny Junction, Freeport, Natrona, Tarentum, Hite's, Springdale, Harmersville, Fairview, Ross, Sharsburg, Hew's, Chestnut Street, Allegheny City, Allegheny City, Allegheny City, Allegheny City, Allegheny City, Allegheny City.

PENNSYLVANIA CENTRAL RAILROAD.

CONTINUATION OF BRANCHES AND CONNECTIONS.

PITTSBURG AND WALL'S ACCOMMODATION TRAINS.

ROBERT PITCAIRN, Division Supt., Pittsburg.

Trains Leave.										Trains Leave.										
STATIONS.										STATIONS.										
Mis	Acc	Acc	Acc	Acc	Acc	Acc	Acc	Acc	Acc	Frs.	Acc	Acc	Acc	Acc	Acc	Acc	Acc	Acc	Acc	
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	\$ ct.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Lve. Wall's	0	5 30	8 00				1 35	4 50		Lve. Pittsburg	10	6 40	10 30	12 01	3 15	5 20	6 15	9 00	11 10	
" Turtle Creek	2	5 35	8 05				1 40	4 55		" Lawrenceville	10	6 52	10 42	12 13	3 27	5 32	6 27	9 12	11 22	
" Brinton's	3	5 40	7 00	8 10	12 20		1 45	5 00		" Millvale	10	6 55	10 45	12 15	3 29	5 37	6 30	9 15	11 25	
" McKinney's	4									" Shadyside	10	6 58	10 48	12 18	3 32	5 40	6 35	9 18	11 28	
" Braddock's	5	5 46	7 08	8 16	12 28		1 53	5 08	6 18	" Roup's	15	7 02	10 52	12 22	3 36	5 44	6 39	9 22	11 32	
" Copeland	5 1/2	5 47	7 11	8 18	12 34		1 56	5 11	6 21	" East Liberty	15	7 05	10 55	12 26	3 40	5 48	6 43	9 25	11 35	
" Hawkin's	6	5 49	7 14	8 20	12 44		1 59	5 14	6 24	" Torrens'	15		10 57	12 28	3 42	5 50	6 46	9 27	11 37	
" Swissvale	7	5 51	7 17	8 22	12 37		2 02	5 17	6 27	" Homewood		7 09	10 59	12 30	3 44	5 53	6 48	9 30	11 39	
" Edgewood	7 1/2	5 54	7 20	8 25	12 40		2 05	5 20	6 30	" Brushton	20		11 01	12 32	3 46	5 55	6 49	11 41		
" Wilkinsburg	8	5 57	7 24	8 27	12 44		2 09	5 24	6 34	" Wilkinsburg		7 13	11 03	12 34	3 48	5 57	6 51	11 43		
" Brushton	8 1/2									" Edgewood	25	7 15	11 05	12 36	3 50	6 00	6 54	11 45		
" Homewood	9	6 00	7 28	8 33	12 48		2 13	5 28	6 38	9 35	" Swissvale	25	7 18	11 08	12 39	3 53	6 03	6 57	11 48	
" Torrens'	10	6 02	7 30	8 35	12 50		2 15	5 30	6 40	9 37	" Hawkins'	30	7 20	11 10	12 41	3 55	6 05	6 59	11 50	
" East Liberty	10 1/2	6 04	7 33	8 38	12 53		2 18	5 33	6 43	9 39	" Copeland	30	7 22	11 12	12 43	3 51	6 07	7 02	11 52	
" Roup's	11	6 07	7 36	8 41	12 56		2 21	5 36	6 46	9 42	" Braddock's	35	7 25	11 15	12 46	4 00	6 10	7 05	11 55	
" Shadyside	11 1/2	6 11	7 40	8 45	1 00		2 25	5 40	6 50	9 45	" McKinney's	35								
" Millvale	12	6 14	7 43	8 48	1 03		2 28	5 43	6 53	9 49	" Brinton's	40	7 30	11 20	12 51	4 05		7 10	12 01	
" Lawrenceville	13	6 17	7 47	8 52	1 07		2 32	5 47	6 57	9 52	" Turtle Creek	45	7 35		12 55			7 15	12 06	
Arr. Pittsburg	15	6 30	8 00	9 05	1 20		2 45	6 00	7 10	10 05	Arr. Wall's		7 40		1 00	4 15		7 20	12 10	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

STANDARD OF TIME.

Altoona time is the standard on line of Pennsylvania Railroad. It is ten minutes slower than Philadelphia, five minutes slower than Harrisburg, and ten minutes faster than Pittsburg time.

CONNECTIONS OF PENNSYLVANIA CENTRAL RAILROAD AND BRANCHES.

- | | | |
|--|--|---|
| 1 With railroads diverging from Philadelphia. | 10 Junc. of Mifflin & Cen. Co. Br. with Main Line | 19 and with Reading and Columbia Railway. |
| 2 Junc. of Westchester R.R. with Main Line. | 11 Junc. Hunt'don & Broad Top with Main Line. | 18 Chester Valley R.R. intersects with Waynesburg Branch. |
| 3 Junc. of Waynesburg Br. with Main Line. | 12 Junction of Bald Eagle & Clearfield Divisions with Main Line. | 20 Junction of Bellefonte and Snow Shoe Railway with Bald Eagle and Clearfield Div. |
| 4 Junc. of Wilmington & Reading R.R. " | 13 Junction of Hollidaysburg and Newry Branches with Main Line. | 21 Junction of Philadelphia & Erie Railway. |
| 5 Junc. East'n end Colum. Br. with Main Line. | 14 Junction of Ebensburg Br. with Main Line. | 22 Junction of Bald Eagle & Clearfield Div'n's. |
| 6 Reading & Colum. R.R. crosses Main Line. | 15 Junction of Indiana Branch with Main Line. | 23 Junction of Western Pennsylvania Railway with Indiana Branch. |
| 7 Junc. of West'n end Colum. Br. with " | 16 Inters. of Pittsburg & Conn. with Main Line. | 24 Junction of Allegheny Valley Railway with Western Pennsylvania Railway. |
| 8 With Cumberland Valley, Lebanon Valley and Northern Central Railway. | 17 With railroads diverging from Pittsburg. | |
| 9 Junc. of Dauphin & Sus. R.R. with Main Line. | 18 With Wrightsville Branch of Northern Cen. | |

NOTES ON RUNNING OF TRAINS ON MAIN LINE.

- Pacific Express, West,** leaves Philadelphia 11 50 p.m., daily, connecting at Mantua Junction with the 9 00 p.m. train from New York; stopping for breakfast at Altoona 8 55, leaving 9 15 a.m.; Pittsburg 2 00 p.m., dinner. Through day and night cars to Pittsburg. Silver Palace cars to Chicago daily, except Monday and Thursday. On Monday and Thursday *Compartment* cars through to Chicago. Silver Palace cars to Louisville, daily, and on Saturday night to Cincinnati.
- Philadelphia Express, East,** leaves Pittsburg at 4 00 p.m., daily, except Sundays, arriving at Philadelphia daily, except Mondays, and connecting at Mantua Junction with train arriving at New York 10 45 a.m.
- Fast Line, West,** leaves Philadelphia 12 20 p.m., daily, except Sunday, connecting at Mantua Junction with the 9 30 a.m. train from New York, via New Jersey Railway, and at Harrisburg with 9 00 a.m. train from New York, via Allentown. This train takes dinner at Harrisburg 3 57 p.m., leaving 4 16 p.m.; supper at Altoona 8 12, leaving 8 32 p.m., arriving at Pittsburg 12 22 a.m. Silver Palace cars run via Allentown, Monday, Tuesday, Wednesday, Thursday and Friday, through to Chicago; and Silver Palace cars to Cincinnati daily, except Sunday, via Mantua Junction.
- Fast Line, East,** leaves Pittsburg daily, Sunday excepted, 7 50 p.m., arriving at Philadelphia 9 25 a.m., daily, except Monday. Connection is made at Mantua Junction with train reaching New York 1 00 p.m., and at Harrisburg with train over Allentown route, reaching New York 12 noon. Silver Palace Cars are run on this train from Cincinnati, via Mantua Junction, to New York, without change, and from Chicago to New York, via Mantua Junction, without change. Passengers by this train take supper at Pittsburg; breakfast at Downingtown.
- Cincinnati Express, West,** leaves Philadelphia daily, Saturdays excepted, at 7 50 p.m., connecting at Mantua Junction with the 5 00 p.m. train from New York, via New Jersey Railroad, and at Harrisburg with the 5 00 p.m. train from New York, via Allentown. Silver Palace Cars through to Cincinnati and to Chicago, run daily, except Saturday, via Mantua Junction. Passengers by this train take supper at Downingtown 9 15, leaving 9 25 p.m., and arrive at Pittsburg 9 30 a.m. for breakfast.
- Cincinnati Express, East,** leaves Pittsburg 12 45 p.m. daily, stopping at Altoona for supper 5 25, leaving 5 45 p.m., arriving at Philadelphia 3 00 a.m.; New York, via New Jersey Railroad, 6 45 a.m. Silver Palace Cars, through from Cincinnati and Chicago, are run on this train.
- Pittsburg Express, West,** leaves Philadelphia at 9 35 p.m., daily, except Sundays, connecting at Mantua Junction with the 6 00 p.m. train from New York, via New Jersey Railroad. Breakfast at Altoona 8 00 a.m. leaving 8 20 a.m., arrives at Pittsburg 1 40 p.m., dinner. Sleeping Cars are run on this train from Philadelphia to Altoona.
- Pacific Express, East,** leaves Pittsburg daily, except Sundays, 2 50 a.m.; breakfast at Altoona 6 40 a.m., leaving 7 00 a.m.; arrives at Philadelphia 2 45 p.m.; New York, via Allentown, 6 05 p.m.; via New Jersey Railroad 6 10 p.m.
- Mail Train, West,** leaves Philadelphia daily, except Sundays, at 7 50 a.m., stopping at all stations. Passengers by this train take dinner at Harrisburg 12 45, leaving 1 15 p.m.; supper at Altoona 7 15, leaving 7 30 p.m., arriving at Pittsburg 1 40 a.m.
- Mail Train, East,** leaves Pittsburg daily, except Sundays, 8 20 a.m., stopping at all stations, west of Harrisburg. Passengers by this train take dinner at Altoona 2 40, leaving 3 00 p.m., and arrive at Harrisburg 9 10 p.m., where they take Cincinnati Express, east, arriving at Philadelphia 3 00 a.m.
- Southern Express, East,** leaves Pittsburg daily, except Monday, at 5 30 a.m.; breakfast at Altoona 9 50, leaving 10 05 a.m.; dinner Harrisburg 2 30, leaving 2 50 p.m., arrives at Philadelphia 6 50 p.m., at New York, via Mantua Junction, 10 30 p.m.
- Johnstown Accommodation, East and West,** daily, except Sundays, stopping at all stations.
- Harrisburg Accommodation, East and West,** daily, except Sundays, stopping at all stations.
- Lancaster Accommodation, East and West,** runs daily, except Sundays, stopping at all stations.
- Parkeburg Accommodation, East and West,** runs daily, Sundays excepted, stopping at all stations.

PHILADELPHIA AND ERIE RAILWAY.

Leased by the Pennsylvania Central Railroad Co.

J. EDGAR THOMSON, President.
 THOMAS A. SCOTT, First Vice-President.
 F. J. LOMBAERT, Second Vice-President.
 EDMUND SMITH, Third Vice-President.
 GEORGE B. ROBERTS, Fourth Vice-President.
 THOMAS T. FIRTH, Treasurer.

SAMUEL G. LEWIS, Controller.
 HENRY W. GWINNER, Gen. Pass. & Tkt Agent.
 GEORGE W. I. BALL, Second Asst. Gen. Pass. and Ticket Agent.
 S. B. KINGSTON, General Freight Agent.
 THOMAS R. DAVIS, Auditor, Philadelphia.

W. A. BALDWIN, Gen. Superintendent.
 J. W. REYNOLDS, Supt. Western Div., Erie, Pa.
 T. N. ELY, Supt. Middle Div., Renovo, Pa.
 FRANK THOMSON, Supt. Eastern Division, Williamsport, Pa.

Philadelphia to Erie.

NOV. 15, 1869.

Erie to Philadelphia.

Philadelphia to Erie.				Erie to Philadelphia.						
STATIONS.	MIs.	Erie Exs.	Erie Mail	Acc	STATIONS.	Frs.	Erie Mail Exs.	Acc	Exs	CONNECTIONS.
Lve. Philadelphia		7 50	11 40		Lve. Erie		8 40			1 Con. with Northern
Pennsylvania Central RR		P. M.	P. M.		Belle Valley	25	9 01			Central Railway.
Lve. Harrisburg 1	1 00	4 20	2 30		Langdon's	30	9 27	4 26		
Sunbury 2	3 45	6 40	5 20		Jackson's	45	9 47	4 35		2 With Shamokin Division of Northern
Northumberland 3	2	3 55	6 50	5 30	Waterford	65	9 32	4 50		Central Railway.
Lewisburg Junction	9	4 16	7 09	5 50	Le Boenf	80	9 43	5 00		
Catawissa Junction	12	4 25	7 18	6 00	Union	90	9 55	5 12		
Milton 4	13	4 27	7 19	6 01	Concord	1 10	10 10	5 25		
Watson town	17	4 40	7 31	6 13	Lovell's	1 15	10 16			
Dewart	19	4 49		6 20	Corry 7	1 30	10 30	5 50		
Montgomery	24	5 03		6 33	Columbus	1 35	10 37			
Muncy	28	5 14	8 00	6 45	Spring Creek	1 55	10 52	6 07		
Williamsport 5	40	6 00	9 00	7 40	Garland	1 75	11 10	6 23		
Newberry	42	6 07	9 10	7 46	Pittsfield	1 90	11 20	6 32		
Linden	45	6 15		7 50	Youngsville	2 00	11 30	6 41		
Susquehanna	46	6 18		8 00	Irvineton 6	2 10	11 40	6 48		
Jersey Shore	52	6 37	9 40	8 19	Warren	2 30	11 57	7 03		
Pine	57	6 50		8 30	Stoneham		12 11			
Wayne	60	7 04	10 06	8 43	Pattonia	2 55	12 15			
Lock Haven	65	7 20	10 23	8 59	Tiona	2 65	12 23	7 27		
Queen's Run	69			9 10	Sheffield	2 75	12 35	7 38		
Farrandsville	70			9 15	Roystone	2 85	12 42			
Graham's	75			9 17	Kinzua	3 00	12 53			
Ferney	75			9 30	Wetmore	3 15	1 04	8 06		
Whetham	80	11 04	9 45		Kane	3 30	1 40	8 35		
Ritchie	81			9 51	Sergeant	3 45				
Hyner	86			10 02	Wilcox	3 65	2 08	9 05		
North Point	89	11 28	10 12		Wilmarth		2 24	9 19		
Renovo	92	11 45	10 25		Ridgway	4 15	2 50	9 41		
Westport	99	12 05	10 44		Shawmut	4 20	2 55			
Cook's Run	102	12 16	10 53		Daguscachonda	4 50	3 04			
Keating	104	12 25	11 01		St. Mary's	4 50	3 20	10 07		
Wistar	107	12 31	11 07		Rathbun	4 80	3 46	10 30		
Round Island	110	12 38	11 15		Beechwood	4 90	3 53	10 36		
Grove	114		11 26		West Creek	5 10	4 15			
Sinnemahoning	117	12 58	11 35		Emporium	5 25	4 19	11 00		
Driftwood	120	1 07	11 44		Cameron	5 45	4 36	11 15		
Sterling	129	1 33	12 08		Sterling	5 55	4 46	11 23		
Cameron	133	1 42	12 18		Driftwood	5 85	5 12	11 45		
Emporium	138	1 59	12 34		Sinnemahoning	6 00	5 21	11 54		
West Creek	142		12 38		Grove	6 05	5 28			
Beechwood	148	2 26	12 59		Round Island	6 20	5 40	12 10		
Rathbun	150	2 35	1 05		Wistar	6 30	5 47	12 16		
St. Mary's	159	3 04	1 31		Keating	6 40	5 54	12 21		
Daguscachonda	165		1 46		Cook's Run	6 50	6 03	12 29		
Shawmut	168		1 55		Westport	6 60	6 14	12 39		
Ridgway	169		3 36	2 00	Renovo	6 85	6 45	1 00		
Wilmarth	178	4 04	2 48		North Point	6 95	6 53	1 07		
Wilcox	184	4 21	2 85		Hyner	7 05	7 04			
Sergeant	189				Ritchie	7 20				
Kane	193	5 00	3 35		Whetham	7 25	7 20			
Wetmore	198	5 15	3 50		Ferney	7 45	7 34			
Kinzua	202	5 26	4 02		Graham's		7 46			
Roystone	206	5 37	4 13		Farrandsville	7 60	7 48			
Sheffield	209	5 44	4 20		Queen's Run	7 65		A. M.		
Tiona	212	5 54	4 32		Lock Haven	7 80	8 03	2 15	8 00	
Pattonia	215	6 03	4 42		Wayne	8 00	8 20	2 30	8 16	
Stoneham	217	6 07	4 47		Pine	8 05	8 25		8 24	
Warren	222	6 24	5 05		Jersey Shore	8 25	8 41	2 53	8 41	
Irvineton 6	227	6 55	5 22		Susquehanna	8 45	8 58		9 00	
Youngsville	230	7 02	5 29		Linden	8 50			9 04	
Pittsfield	234	7 13	5 39		Newberry	8 60	9 10		9 13	A. M.
Garland	238	7 25	5 50		Williamsport 5	8 70	9 25	3 30	9 45	12 25
Spring Creek	244	7 43	6 07		Muncy	9 10	9 50	4 00	10 16	12 55
Columbus	249	7 58		P. M.	Montgomery	9 25	10 08		10 26	
Corry 7	250	8 10	6 30	1 50	Dewart	9 40	10 20		10 40	
Lovell's	254	8 20	6 40	2 00	Watson town	9 50	10 26	4 28	10 49	
Concord	256	8 26	6 46	2 07	Milton 4	9 65	10 39	4 38	11 03	1 33
Union	261	8 41	7 02	2 25	Catawissa Junction		10 40	4 39	11 05	1 34
Le Boenf	265	8 51	7 12	2 36	Lewisburg Junction	9 75	10 51	4 48	11 13	1 43
Waterford	269	9 03	7 23	2 48	Northumberland 2	10 00	11 10	5 05	11 30	2 00
Jackson's	275	9 17	7 40	3 07	Sunbury 2	10 05	11 20	5 15	11 40	2 10
Langdon's	279	9 32	7 50	3 17	Harrisburg 1		1 50	7 45	2 30	5 05
Belle Valley	281	9 38	7 57	3 24	Pennsylvania Central RR		A. M.	A. M.	P. M.	A. M.
Arr. Erie 8	288	10 00	8 20	3 45	Arr. Philadelphia		6 20	12 45	6 50	9 30

Train fares are half-a-cent per mile in excess of fares given herein.

Erie Express, East, leaves Erie daily. On Saturday night only running to Warren. Arrives in Philadelphia daily, except Sunday, stopping for breakfast at Harrisburg.

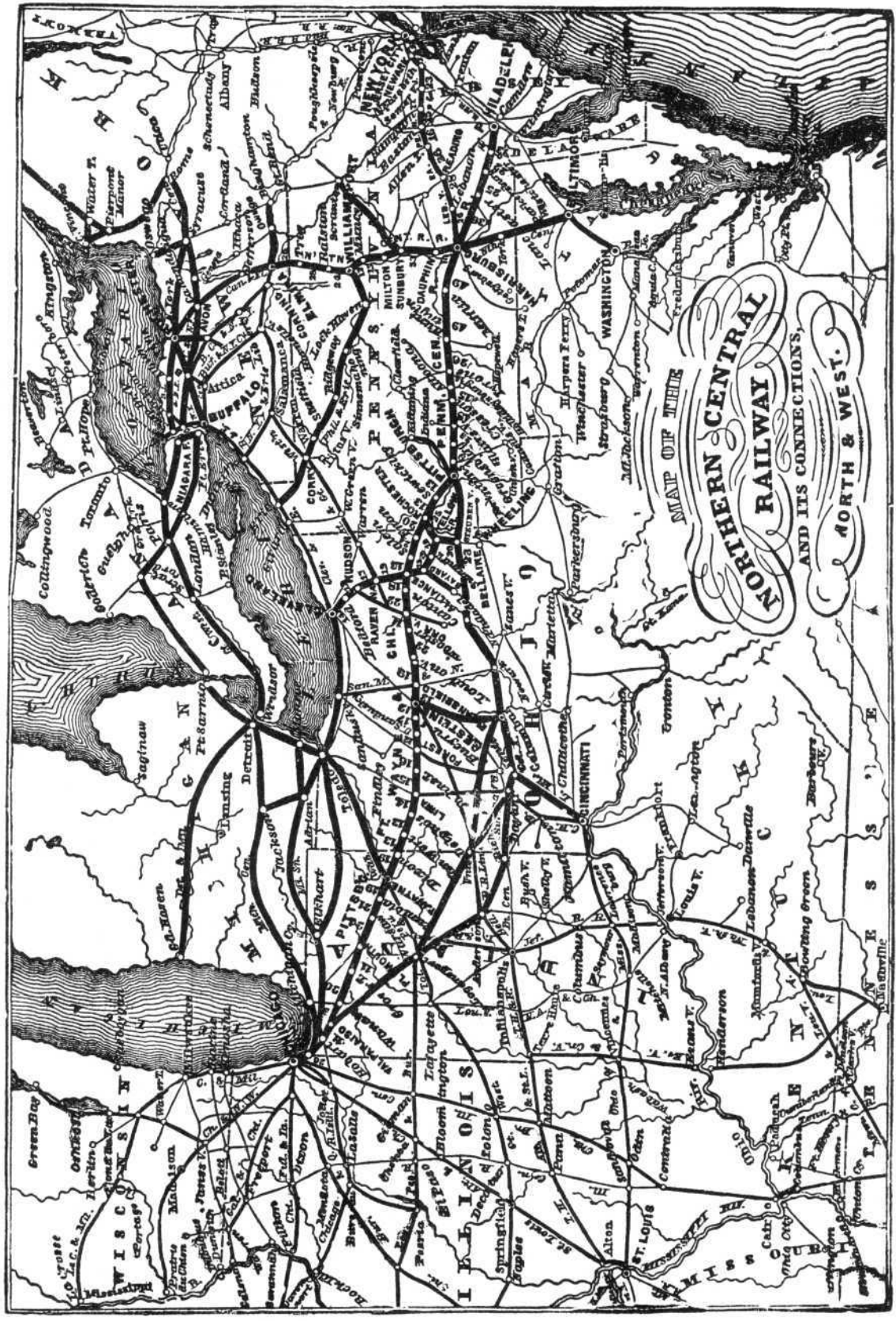
Erie Express, West, leaves Philadelphia daily, except Sunday. On Saturdays a train runs through to Erie. This train stops for dinner at Lancaster, supper at Williamsport, and breakfast at Irvineton. Runs daily between Warren and Erie.

Elmira Mail, West, runs daily, except Sunday, stopping for dinner at Harrisburg, and for supper at Williamsport.

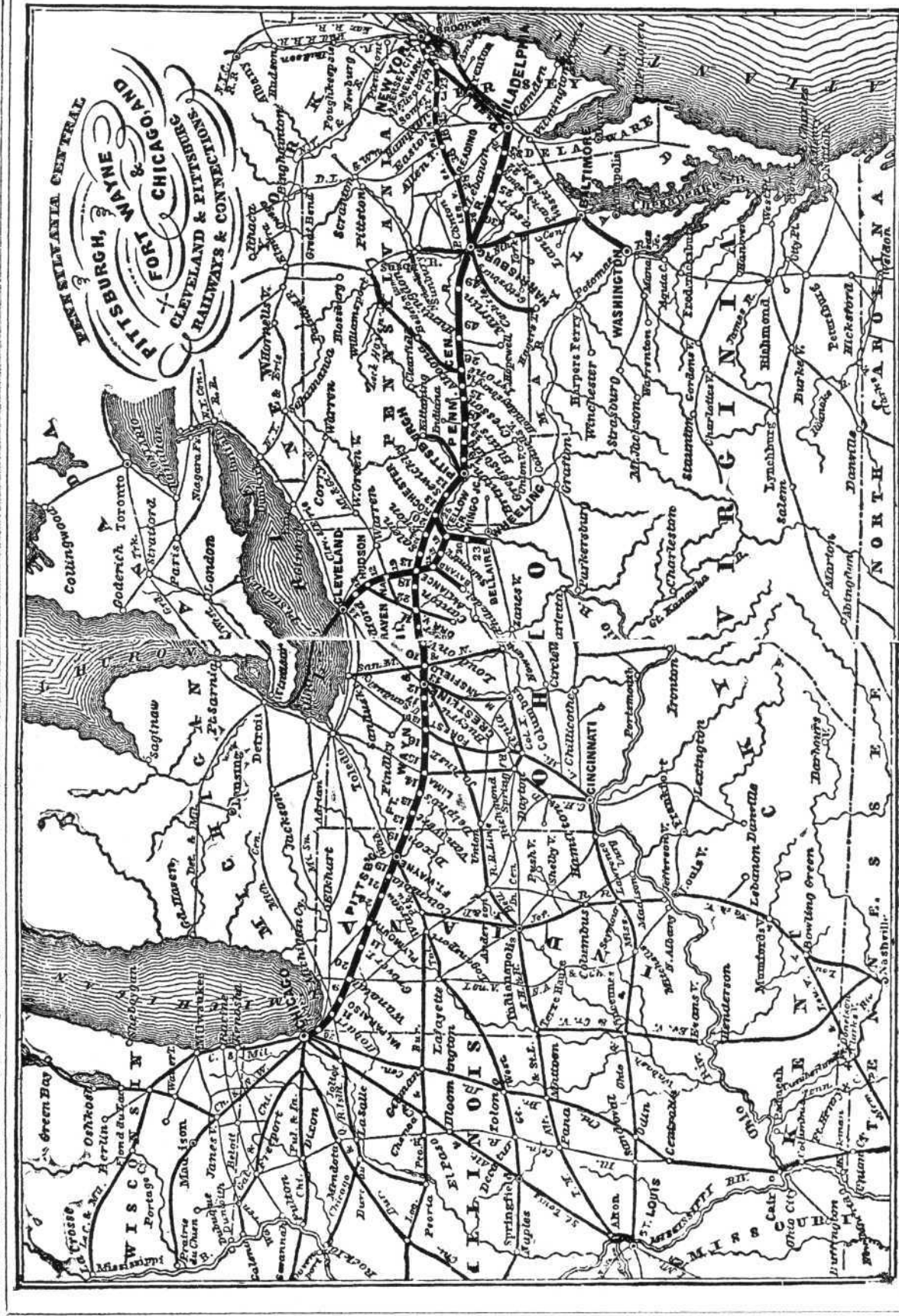
Erie Mail, East, leaves Erie daily, except Sunday, stopping for dinner at Kane, for supper at Renovo.

Erie Mail, West, leaves Philadelphia daily. On Sunday leaves at 8 00 p.m. Saturday nights train only runs to Williamsport. Runs daily, except Sunday, from Williamsport to Erie, stopping for breakfast at Williamsport, and dinner at Kane.

Corry Accommodation, East and West, runs daily, except Sunday.



MAP OF THE
NORTHERN CENTRAL
 RAILWAY
 AND ITS CONNECTIONS,
 NORTH & WEST.



PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY.

Leased by Pennsylvania Central Railroad.

General Officers under the Lessees.

J. N. McCULLOUGH, Gen. Manager, Pittsburg. J. D. LAYNG, Supt. East. Division,

C. E. GORHAM, Supt. West. Div., Fort Wayne. F. R. MYERS, Gen. Ticket Agent, Chicago, Ill.

Wm. P. SHINN, Gen. Fght. Agt, Pittsburg, Pa JOHN H. MILLER, Gen. East. Agent, New York

Westward Bound Trains.

Eastward Bound Trains.

May 2, 1870.

Main table containing train schedules for Westward and Eastward Bound Trains, including stations, departure/arrival times, and passenger accommodations. Includes sub-sections for 'CONNECTIONS' and 'Valparaiso Accommodation'.

CONNECTIONS. * Connects at Pittsburg with Pennsylvania Central Railroad. 1 At Rochester with the Cleveland and Pittsburg Railway. 2 At Homewood with the New Castle Branch. 3 At Leetonia with the New Lisbon Railway. 4 At Alliance with Cleveland and Pittsburg Railway. 5 At Orrville with the Cleveland, Zanesville and Cincinnati Railway. 6 At Mansfield with the Atlantic and Great Western Railway. 7 At Mansfield with the Sandusky, Mansfield and Newark. 8 At Crestline with the Cleveland, Columbus, Cincinnati and Indianapolis Railway. 9 At Forest with the Cincinnati, Sandusky and Cleveland Railway. 10 At Lima with Cincinnati, Hamilton and Dayton Railway. 11 At Fort Wayne with the Toledo, Wabash and Western Railway. 12 At Plymouth with the Cincinnati, Chicago and Louisville Railway. 13 At Wanatah with the Louisville, New Albany & Chicago Railway. 14 Crossing of Illinois Cent. Railway. 15 Crossing of Chicago, Rock Island and Pacific Railway. 16 Connects at Chicago with all Railways leading West. 17 At Lawrence Junction with the Youngstown Branch, Pittsburg, Ft. Wayne and Chicago Railway. 18 At New Castle with the Erie and Pittsburg Railway. 19 At Youngstown with the Atlantic and Great Western Railway.

Trains marked thus †, leave daily except Sundays. Thus ‡, daily. N. B.—The 2 15 p.m. train from Pittsburg west and the 5 35 p.m. train east from Chicago run daily. The 9 20 p.m. train from Chicago will not leave on Saturday or Sunday. Other trains marked † daily, except Sunday.



MAP OF THE
PITTSBURGH & CINCINNATI,
PITTSBURGH & CHICAGO,
PITTSBURGH & ST. LOUIS
RAILWAYS,
PAN HANDLE ROUTE
AND CONNECTIONS.

149 PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY.

INCLUDING COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY.

GOING WEST.						GOING EAST.					
STATIONS.	Mls.	Exs. 1.	Exs. 3.	Exs. 5.	Acc.	STATIONS.	Frs.	Exs. 2.	Exs. 4.	Exs. 6.	Acc.
Lve. New York (Via Allentown,)		A. M.	P. M.			Lve. Memphis		A. M.	P. M.		
" New York (Via Mantua Jn.)	43	9 00	5 00			" Calro		4 00	2 45		
" Philadelphia	43	A. M.	P. M.	P. M.		" Nashville				A. M.	2 30
" Baltimore	11 40	A. M.	P. M.	P. M.		" St. Louis		2 00		A. M.	5 30
" Harrisburg	12 20	P. M.	P. M.	P. M.		" Louisville (Via U. S. Mail Line.)		3 30		A. M.	6 45
Arr. Pittsburg	1 55	9 30	2 00			" Louisville (Via L. M., C. & X.)		3 00		P. M.	3 00
Lve. Pittsburg	0	A. M.	A. M.	P. M.	P. M.	Lve. Cincinnati (Via L. M., C. & X.)		7 00	4 15	9 30	
" Birmingham	1	1 55	9 35	2 15	3 30	" Louisville (Via Jeff., Mad. & Ind.)		10 30	9 20	2 00	
" Mansfield	8	2 04	9 44	2 24	3 40	" Indianapolis		A. M.	P. M.	P. M.	P. M.
" Noblestown	15	2 26			4 10	" Cumberland		3 10	1 00	7 30	3 10
" McDonald's	18			3 13	4 33	" Philadelphia			1 30		3 43
" Burgettstown	27	3 10	10 43	3 37	5 10	" Greenfield			1 45	7 58	4 00
" Steubenville	47	4 05	11 30	4 30	6 05	" Charlottesville		3 57	1 54	8 08	4 11
" Alexandria Road	51	4 25		4 52	P. M.	" Knightstown		4 26	2 29	8 38	4 47
" Smithfield	55	4 30		5 03		" Dunreith			2 43	8 50	5 15
" Bloomfield	61	5 4		5 22		" Lewisville		4 47	2 35	9 22	5 42
" Unionport	61	5 08		5 35		" Cambridge City		5 07	3 55	9 46	6 13
" Miller's	66	5 08		5 35		" Centreville		5 45	4 13	10 00	6 30
" Cadiz Junction	68	5 13	12 27	6 00		" Richmond		5 58	4 26		P. M.
" Fairview	72	5 39	12 37	6 12	Mix	" New Paris		6 20	4 45	10 37	
" New Market	77	5 39		6 25		" New Madison		6 46	5 09	11 04	
" Bowerston	83	5 57		6 43	A. M.	" Greenville		7 05	5 25		
" Dennison	92	6 40	1 40	7 15	6 40	" Bradford Junc.		7 35	5 49	11 39	
" Uhrichsville	93	6 42		7 17	6 45	" Covington		7 45	5 52		
" Trenton	96	6 50		7 25	7 16	" Piqua		8 00	6 05	11 58	
" Port Washington	104	7 29		7 45	7 55	" Fletcher		8 18	6 24		
" New Comerstown	110	7 33	2 22	8 02	8 35	" St. Paris		8 40	6 43		
" Oxford	114	7 29		8 12	9 05	" Urbana		9 10	7 19	1 03	
" West Lafayette	118	7 42		8 22	9 28	" Cable		9 33	7 32		
" Coshocton	124	8 00	2 52	8 40	10 15	" Woodstock		9 46	7 43		
" Adams Mills	134	8 25		9 08	11 15	" Milford		9 59	7 56	1 50	
" Dresden	138	8 33	3 20	9 18	11 35	" Unionville		10 15	8 08		
" Frazesburgh	144	8 47	3 30	9 33	12 25	" Pleasant Valley		10 26	8 17		
" Hanover	152	9 00		9 53	1 35	" Hilliards		10 45	8 34		
" Newark	160	9 25	4 00	10 25	2 20	Arr. Columbus		11 10	8 55	3 00	
" Pataskala	175	10 04	4 37	10 55	4 37	Lve. Columbus		A. M.	P. M.	A. M.	A. M.
" Big Walnut	186	10 45	5 15	11 40	6 30	" Big Walnut		11 30	9 10	3 15	5 15
Arr. Columbus	193	10 45	5 15	11 40	6 30	" Pataskala		11 47	9 27	3 32	5 55
Lve. Columbus	193	A. M.	P. M.	A. M.		" Newark		12 10	9 59	3 35	6 50
" Hilliards	303	11 10	6 13			" Hanover		12 45	10 25	4 35	8 50
" Pleasant Valley	311	11 58	6 34			" Frazesburgh			10 58	4 55	10 00
" Unionville	315	12 10	6 47			" Dresden		1 28	11 10	5 20	11 35
" Milford	321	12 25	7 03	1 26		" Adams' Mills		1 53	11 38	5 38	1 20
" Woodstock	326	12 37	7 18			" West Lafayette				6 18	2 37
" Cable	331	12 50	7 32			" New Comerstown		2 22	12 11	6 28	3 05
" Urbana	340	1 12	7 56	2 14		" Port Washington				6 50	4 10
" St. Paris	351	1 40	8 26			" Trenton				7 10	5 00
" Fletcher	359	2 01	8 48			" Uhrichsville				7 18	5 20
" Piqua	366	2 20	9 08	3 21		" Dennison		3 03	12 55	7 40	5 30
" Covington	372	2 34	9 25		Acc.	" Bowerston				8 04	P. M.
" Bradford Junc.	376	2 43	9 36	3 45		" New Market		3 35		8 23	
" Gettysburg	380	2 53	9 47			" Fairview				8 35	
" Greenville	387	3 12	10 07	4 15		" Cadiz Junction		4 15	1 47	8 45	
" New Madison	398	3 38	10 37	4 39	Acc.	" Millers'				8 50	
" New Paris	397	4 00	11 00		A. M.	" Unionport				8 58	
" Richmond	397	4 13	11 14	5 12	9 50	" Bloomfield				9 03	
" Centreville	318	4 27	11 30	5 30	10 05	" Smithfield				9 20	Acc.
" Cambridge City	328	4 52	11 54	5 50	11 30	" Alexandria Road				9 30	A. M.
" Lewisville	337	5 15	12 18	6 21	11 00	" Steubenville		5 19	2 55	9 59	7 00
" Dunreith	342	5 19	12 24	6 23	11 30	" Burgettstown				10 43	7 51
" Knightstown	347	5 39	12 42	6 47	11 27	" McDonald's				11 05	8 20
" Charlottesville	347	5 39	12 54	6 58	11 40	" Noblestown					8 28
" Greenfield	350	5 49	1 16	7 20	12 03	" Mansfield					8 53
" Philadelphia	354	6 19	1 26		12 15	" Birmingham		6 56	4 37	11 50	9 25
" Cumberland	370	6 33	1 42	7 45	12 30	Arr. Pittsburg		7 05	4 47	12 00	9 35
Arr. Indianapolis	381	7 00	2 10	8 15	P. M.	Lve. Pittsburg		P. M.	A. M.	NO'N	A. M.
Arr. Louisville (Via Jeff., Mad. & Ind.)	460	12 00	7 20	12 50		Arr. Harrisburg		P. M.	A. M.	P. M.	A. M.
Arr. Cincinnati (Via L. M., C. & X.)	313	3 55	9 00	6 35		" Baltimore		9 00	7 00	2 20	
Arr. Louisville (Via L., Cin. & Lex.)	420	12 05	5 00	12 35		" Philadelphia		9 30	6 50	3 00	
Arr. Louisville (Via U. S. Mail Line.)		5 00				" New York (Via Mantua Junc.)		1 04	10 30	6 47	
Arr. St. Louis	543	8 55	3 35	9 20		" New York (Via Allentown.)		12 15	P. M.	A. M.	A. M.
Arr. Nashville	605	9 00	4 30					12 15			
Arr. Calro	702	2 20	3 15	3 15							
Arr. Memphis	797		2 30	12 45							

Dec. 1, 1869.

GENERAL OFFICERS.

- THOS. L. JEWETT, President, Steubenville, O.
- H. J. JEWETT, Vice-President, Columbus, O.
- D. S. GRAY, 2d Vice-President and General Manager, Columbus, O.
- JOHN DURAND, Gen. Supt. Pittsburg and Cincinnati Division, Columbus, O.
- D. W. CALDWELL, Gen. Supt. Indianapolis and Chicago Division, Columbus, O.
- A. J. McDOWELL, Comptroller, Columbus, O.
- J. G. MORRIS, Treasurer, Steubenville, O.
- W. L. O'BRIEN, Gen. Passenger and Ticket Agent, Columbus, O.
- C. W. SMITH, Gen. Freight Agent, Columbus, O.
- JOHN H. MILLER, Gen. Eastern Passenger Agent, 526 Broadway, N. Y.
- CHARLES H. WOOD, General Southern Western Pass. Agent, Cincinnati.
- JOHN W. BROWN, Gen. Western Pass. Agent, Columbus, O.
- J. D. HODSDON, Northwestern Passenger Agent, Chicago, Ill.
- JAMES MRANS, Gen. Eastern Freight Agent, Pittsburg.
- N. STEVENS, General Western Freight Agent, Chicago.
- G. D. WHITCOMB, Purchasing Agent, Columbus, O.
- Supt. Motive Power, Columbus, O.

MOVEMENT OF TRAINS.

WESTWARD.

On No. 1, leaving Pittsburg 1 55 a.m., day cars are run through from Pittsburg to Cincinnati, and Pittsburg to Indianapolis, without change, and sleeping cars from Altoona to Columbus.

On No. 3, leaving Pittsburg 9 45 a.m., day cars run through from Pittsburg to Cincinnati and Pittsburg to Chicago without change. Sleeping Cars from Columbus to Chicago and Columbus to St. Louis. Silver Palace Cars run on this train from New York to Cincinnati.

On No. 5, SOUTHERN EXPRESS, Day Cars from Pittsburg to Cincinnati; Sleeping Cars from Pittsburg to Cincinnati and Pittsburg to Indianapolis, and Silver Palace Cars from New York to Louisville, via Cambridge City. On Sunday the Silver Palace Car for Louisville runs via Indianapolis.

Nos. 1 and 3, Express, and Fast Line, daily, except Sundays. No. 5, Southern Express, daily.

EASTWARD.

On No. 2, FAST LINE, Day Cars are run from Cincinnati to Pittsburg and Chicago to Pittsburg; Sleeping Cars from St. Louis to Columbus, and Silver Palace Car from Cincinnati to Philadelphia and New York.

On No. 4, SOUTHERN EXPRESS, Day Cars from Cincinnati to Pittsburg and Indianapolis to Pittsburg; Sleeping Cars run on this train from Columbus to Altoona, and Silver Palace Car from Louisville, via Cambridge City, to Philadelphia and New York.

On No. 6, Express, Day Cars run through from Cincinnati to Pittsburg without change; also, Sleeping Cars from Cincinnati to Pittsburg, and Indianapolis to Pittsburg.

Nos. 2 and 4, daily, Sundays excepted.

No. 6, Express, daily.

PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY.

Dec. 1, 1860.

For Map of this Line, see preceding page.

CONNECTIONS.

At Pittsburgh with Pennsylvania Central, Allegheny Valley and Pittsburgh and Connellsville Railroads.

Steubenville with the Pittsburgh, Cleveland and Wheeling Railroad.

Newark with Sandusky, Mansfield and Newark Railroad, and Central Ohio Division of Baltimore and Ohio Railroad.

Columbus with Little Miami, Hocking Valley, & Cleveland, Columbus, Cincinnati and Indianapolis Railroads.

Milford with Springfield Branch of Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

Urbana with Atlantic and Great Western Railroad, and Cincinnati, Sandusky & Cleveland Railroad.

Piqua with Dayton and Michigan Railway.

Bradford Junction the Chicago Line diverges.

Greenville with Dayton and Union Railroad.

Richmond with Dayton and Western Railroad, and Logansport & Chicago Line diverges.

Cambridge City with the Cincinnati and Indianapolis Junction, & the Whitewater Valley Railroads, also the cut off for Louisville, (running the Silver Palace Cars between New York, Louisville & the South,) diverges.

Indianapolis with the various railway lines centering there.

At Bradford Junction the Chicago Line diverges from the Main Line to Indianapolis.

Union City with Cleveland, Columbus, Cincinnati and Indianapolis, and Dayton and Union Railroads.

Bunker Hill with Indianapolis, Peru and Chicago Railroad.

Logansport with Toledo, Wabash and Western Railroad, and the Line to Illinois State Line, Peoria and Warsaw Railway for Peoria and Keokuk.

La Crosse with the Louisville, New Albany and Chicago R.R.

Chicago with the various Railways centering there.

At Richmond the Line for Logansport and Chicago diverges from the Main Line, and connects with the Dayton and Western Railroad.

Hagerstown with White-water Valley Railroad to Cincinnati.

Newcastle with Indianapolis and Cincinnati Junction Railroad.

Kokomo with Indianapolis, Peru and Chicago Railroad.

Anoka Junction with Main Line to Chicago.

Reynolds with Louisville, New Albany and Chicago Railroad.

Trains going Westward.

Table of train schedules for westward travel from Pittsburgh to Chicago, including stations like Columbus, Union City, and Logansport, with departure and arrival times.

Connects with train leaving Cincinnati at 7 05 p.m.

Trains going Eastward.

Table of train schedules for eastward travel from Chicago to Pittsburgh, including stations like La Crosse, Star City, and Union City, with departure and arrival times.

CINCINNATI, CHICAGO AND PEORIA LINE.

Trains going North and West.

Table of train schedules for north and westward travel from Cincinnati, including stations like Louisville, Indianapolis, Richmond, and Chicago, with departure and arrival times.

Trains going South and East.

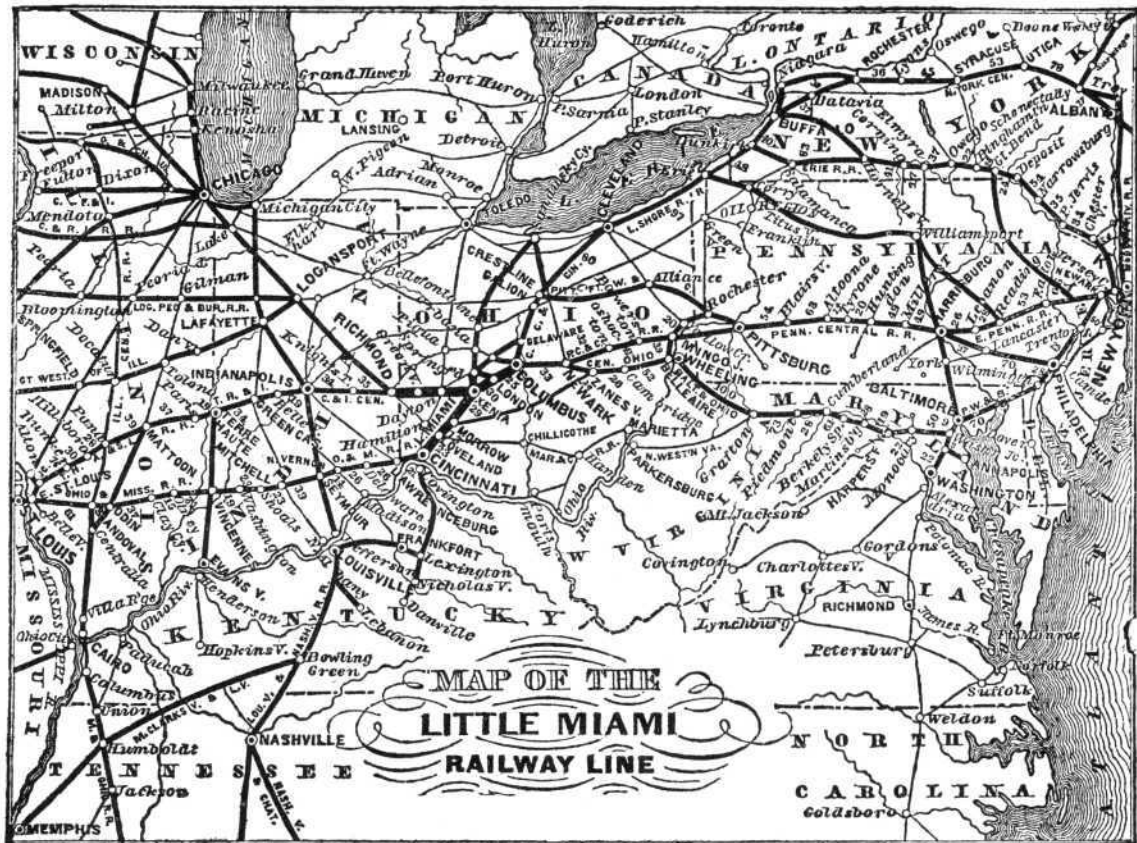
Table of train schedules for south and eastward travel from Cincinnati, including stations like Keokuk, Peoria, Logansport, Chicago, and Richmond, with departure and arrival times.

Connects with 12 15 a. m. train west on division between Columbus and Chicago.

Connects with 11 15 a. m. train west on division between Columbus and Chicago.

Connects with train reaching Columbus 8 55 p.m.

Connects with train reaching Columbus 11 10 a.m.



150 LITTLE MIAMI RAILROAD.

(Leased and Operated by Pittsburg, Cincinnati and St. Louis Railway Company.)

General Officers under the Lessees:

JOHN DURAND, Gen. Supt., Columbus, O. | W. L. O'BRIEN, Gen. Pass. and Tkt. Agt., Columbus. | C. W. SMITH, Gen. Freight Ag't, Columbus, O.

Eastward Bound Trains.

Nov. 14, 1869.

Westward Bound Trains.

Eastward Bound Trains.										Westward Bound Trains.										
STATIONS.										STATIONS.										
Mis.	Exs.	Exs.	Fast	Exs.	Acc.	Acc.	Acc.	Acc.		Frs.	Exs.	Exs.	Exs.	Fast	Acc.	Acc.	Acc.	Acc.		
Lve. Cincinnati ¹	0	7 00	9 00	4 15	9 30	3 30	5 10	12 00	6 30	Lve. Columbus ⁷	1 05	11 00	1 40	5 25						
" Pendleton	3		9 15			3 45	5 25	12 15	6 45	" Alton		11 25								
" Plainville	9		9 35			4 04	5 47	12 40	7 05	" West Jefferson		11 38	2 14	5 55						
" Milford	14		9 47			4 15	5 57	12 50	7 16	" Glade Run										
" Miamiville	17		9 57			4 25	6 08	1 00	7 25	" London ⁶		2 10	12 00	2 36	6 17					
" Branch Hill										" Florence										
" Loveland ²	23	7 52	10 15	5 12	10 28	4 42	6 25	1 18	7 40	" S. Charleston			12 26	3 03	6 42					
" Foster's	27		10 30			4 56	6 40	P. M.	P. M.	" Selma		3 03	12 38		6 53					
" S. Lebanon	32		10 42			5 08	6 52			" Cedarville			12 51	3 25	7 05					
" Morrow ³	36	8 23	10 54	5 45	11 03	5 21	7 05			" Pierce's										
" Fort Ancient	41		11 08			5 36	P. M.			Arr. Xenia		3 35	1 10	3 43	7 22					
" Freeport	45		11 18			5 45				Lve. Springfield ⁶				2 10		6 15				
" Corwin	51		11 32			5 59				" Yellow Springs				2 50		6 35				
" Claysville	56		11 46	6 27		6 13				Arr. Xenia				3 40		7 02				
" Spring Valley	58		11 51			6 18				Lve. Xenia ⁴	3 45	1 25	3 51	7 37	1 10					
Arr. Xenia ⁴	65	9 15	12 10	6 45	12 13	6 35				" Spring Valley				4 05		7 25				
Lve. Xenia		9 20		6 55						" Claysville					7 30					
" Yellow Springs	75	10 05		7 20						" Corwin				1 52	4 21	7 43				
Arr. Springfield ⁶	84	10 50		7 45						" Freeport						7 57				
Lve. Xenia		9 20	12 30	7 00	12 20					" Fort Ancient						8 06	A. M.			
" Pierce's	69			7 10						" Morrow ³	4 46	2 24	4 53	8 31	8 20	6 05				
" Cedarville	73			7 20						" S. Lebanon				5 08		8 33	6 17			
" Selma	79			7 33						" Foster's				5 20		8 45	6 30	A. M.	P. M.	
" S. Charleston	84	9 52	1 17	7 44						" Loveland ²		5 20	2 53	5 30	9 01	8 55	6 40	A. M.	P. M.	3 15
" Florence	89									" Branch Hill										
" London ⁶	95	10 12	1 42	8 06	1 21					" Miamiville						9 12	7 02	5 50	3 30	
" Glade Run	100									" Milford				3 17		9 22	7 12	6 00	3 40	
" West Jefferson	105	10 32	2 11	8 29	1 47					" Plainville						9 32	7 23	6 10	3 52	
" Alton	111			2 28	8 42					" Pendleton						9 50	7 45	6 30	4 15	
Arr. Columbus ⁷	120	11 00	2 50	9 00	2 25					Arr. Cincinnati ¹	6 25	3 55	6 30	10 00	10 05	8 00	7 05	6 45	4 35	
		A. M.	P. M.	P. M.	A. M.	P. M.										A. M.	A. M.	A. M.	P. M.	

Train marked * runs daily.

¹ Connects with Railways diverging from Cincinnati and Cin. and Louisville, U.S.M. St. Mers. ² With Marietta and Cincinnati Railway. ³ With Cincinnati and Zanesville Railway. ⁴ With Dayton, Xenia and Western Railway. ⁵ With Cleveland, Col., Cin. & Indianap. Railway. ⁶ With Cincinnati, Sand. and Cleve. Railway. ⁷ With Springfield and Columbus Railway.

Dayton and Richmond Branch.—Trains leave Xenia for Dayton at 4 30 and 7 05 a.m., 1 25, 3 50 and 7 40 p.m., arriving at Dayton at 6 46 and 7 50 a.m., 2 06, 5 15 and 8 30 p.m. Leave Dayton for Xenia at 8 25 and 9 22 a.m., 6 01 and 9 15 p.m., arriving at Xenia at 9 12 and 10 55 a.m., 6 52 and 10 12 p.m. Trains leave Xenia for Richmond at 4 30 a.m. and 1 25 p.m., arriving at Richmond 9 40 a.m. and 4 05 p.m. Leave Richmond for Xenia at 5 50 a.m. and 4 15 p.m., arriving at Xenia at 10 55 a.m. and 6 52 p.m.

PHILADELPHIA AND BALTIMORE CENTRAL RAILWAY.

HENRY WOOD, President and General Superintendent. Jno. M. HOOD, Engineer and Assistant Superintendent.

Table with columns for STATIONS, Mls, Pas., and dates for May 1, 1870. It is divided into 'Going South' and 'Going North' sections. Stations include Philadelphia, Morgan, Lenni, W. C. Junction, Joy Mills, Woodland, Concord, Brandywyne St., Chadd's Ford, Fairview, Rosedale, Kennett, Toughkenamon, Avondale, West Grove, Penn., Elkview, Lincoln University, Oxford, Nottingham, Rising Sun, Colora, Liberty Grove, C. & P. D. Junction, Port Deposit, and Perryville. Baltimore is the final destination for both directions.

CONNECTIONS. Junction Philadelphia, Wilmington and Baltimore Railway. With West Chester & Phila. Raily for W. Chester & Media. With Wilmington and Reading Railroad. With stages for Oak Hill, Penn Hill and Peach Bottom. With Port Deposit Branch Phil., Wil. & Baltimore Railway.

WEST CHESTER AND PHILADELPHIA RAILWAY.

M. B. HICKMAN, President. WM. B. WHEELER, Gen. Supt., Philadelphia, Pa.

Table with columns for STATIONS, Pas., and dates. Divided into 'Going Westward' and 'Going Eastward'. Stations include West Philad'phia, Kellyville, Morton, Wallingford, Media, Glen Riddle, Balt. Central Junc., Street Road, and Westchester. Philadelphia is the final destination for both directions.

N.B.—SUNDAY TRAINS leave West Philadelphia for West Chester 8 00 a.m. & 2 30 p.m.; for Baltimore Central Junction 8 00 a.m., 2 30 & 7 15 p.m. Returning, leave West Chester for Philadelphia 7 45 a.m. & 4 45 p.m. Lve Baltimore Cent. Junct. 6 00 & 8 18 a.m. & 5 18 p.m.

West Chester Railway.—Trains lve W. Chester Inters'n for Woodland & W. Chester 8 00, 9 30 & 11 35 a.m. 3 45 p.m., arr'g W. Chester 8 32 & 10 05 a.m., 12 10 & 4 21 p.m. Return'g, lve. W. Chester 8 40 & 10 40 a.m., 2 50 & 4 35 p.m., arr. W. Chester Int 9 15 & 11 17 a.m., 3 27 & 5 11 p.m.

153 DANVILLE, HAZLETON AND WILKESBARRE R.R.

THOMAS WOOD, President, S. P. KASE, Vice-Pres. and Supt., Philadelphia, Danville, Pa.

Table with columns for Leave and Arrive times in March 1870. Stations include Sunbury, Northumb'nd Bridge, Kline's Run, Gravel Run, Kipp's Run, and Danville. Danville is the final destination for both directions.

Connects at Sunbury with Northern Central and Philadelphia & Erie.

154 KENT COUNTY RAILROAD.

GEORGE VICKERS, President, J. B. WINGATE, Chief Eng. & Supt., RICHARD HYNSON, Treasurer, H. W. VICKERS, Secretary, Chestertown, Md.

Table with columns for Going West and Going East times in May 2, 1870. Stations include Townsend, Vandyke's, Morris, Massey's, Lambson's, and Black's. Kennedyville is the final destination for both directions.

155 DORCHESTER AND DELAWARE RAILROAD.

W. WILSON BYRN, President. THOS. W. ANDERSON, Sec'y and Treas. D. STEWART HESSEY, Engineer and Superintendent, Cambridge, Md.

Table with columns for Going South and Going North times in March 1870. Stations include Seaford, Flowerton, Oak Grove, Federalsburg, Williamsburg, Hurlock's, E. Newmarket, Linkwood, Airey's, and Thompson. Cambridge is the final destination for both directions.

1 Connects with Delaware R. R. line. 2 with steamers on Choptank River.

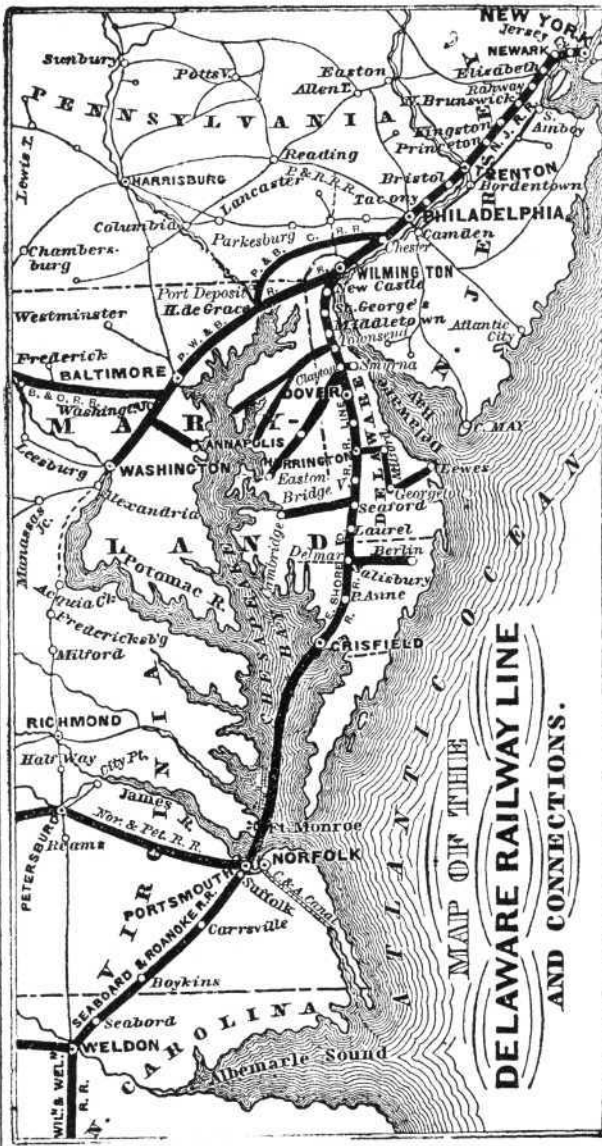
156 EASTERN SHORE RAILROAD.

J. W. CRISFIELD, President. W. J. BRITTINGHAM, Treasurer. W. THOMPSON, Superintendent, Princess Anne, Md.

Table with columns for Going South and Going North times in March 1870. Stations include Delmar, William's Siding, Salisbury, Forktown, Eden, Princess Anne, Westover, Kingstown, Williamsburg, and Williams Siding. Crisfield is the final destination for both directions.

1 Connects with Delaware Railroad. 2 with Wicomico and Pocomoke Railroad. 3 with steamers for Norfolk, Monday, Wednesday and Friday.

DELAWARE RAILWAY LINE.



GENERAL OFFICERS.

S. M. FELTON, President, Thurlow, Pa.
 E. Q. SEWALL, Superintendent, Wilmington, Del.
 GEO. A. DADMUN, Gen. Tkt. Agt., Philadelphia, Pa.
 CHAS. K. IDE, Master of Transportation, Philadelphia, Pa.
 A. BROWN, Gen. Freight Agent, Wilmington, Del.

Trains Leave.			April, 1870.			Trains Arrive.		
	Pas	Mail	Mls		Frs.	Mail	Pas	
	P. M.	A. M.		STATIONS.		P. M.	P. M.	
	12 30			New York		10 30	4 50	
	5 00	8 30		Philadelphia		5 25	11 45	
	2 45	7 30		lve. Baltimore	arr	8 09	1 05	
	6 25	10 10	0	Wilmington ¹		3 55	10 15	
	6 46	10 32	6	New Castle		3 33	9 53	
	7 01	10 47	12	Bear		3 15	9 38	
	7 14	11 01	16	St. George's		3 00	9 25	
	7 25	11 12	21	Mount Pleasant		2 49	9 12	
	7 45	11 28	25	Middletown		2 38	9 00	
	7 56	11 38	29	Townsend ²		2 22	8 43	
	8 20	12 00	37	Clayton ³		1 57	8 20	
	8 30	12 15	39	arr. Smyrna	lve	1 50	8 05	
	8 25	12 07	40	Brenford		1 48	8 12	
	8 32	12 15	42	Moorton		1 40	8 05	
	8 55	12 31	48	Dover		1 28	7 52	
	9 05	12 40	51	Camden		1 16	7 37	
	9 13	12 47	54	Willow Grove		1 05	7 28	
	9 18	11 57	56	Canterbury		12 57	7 22	
	9 27	1 05	58	Felton		12 50	7 15	
	9 40	1 27	64	Harrington ⁴		12 34	7 00	
		1 39	63	Farmington		12 16		
		1 50	72	Greenwood		12 05		
		2 02	76	Bridgeville		11 54		
		2 24	84	Seaford ⁵		11 36		
		2 40	90	Laurel		11 17		
		2 55	97	Delmar ⁶		11 00		
	P. M.	P. M.		ARRIVE		LEAVE	A. M.	A. M.

- ¹ Connects with Philadelphia, Wilmington and Baltimore Railway.
- ² Townsend Branch Railway connecting with Queen Anne, Kent and Kent County Railways.
- ³ Connects with Maryland and Delaware Railway; also with Smyrna Branch.
- ⁴ Connects with Junction and Breakwater Railway.
- ⁵ Connects with Dorchester and Delaware Railroad.
- ⁶ Connects with Eastern Shore Railroad.

New Castle Trains.—Leave New Castle for Wilmington and Philadelphia at 7 40 a.m. Leave Philadelphia at 12 00 noon, and Wilmington at 1 00 p.m., for New Castle.

Smyrna Branch Trains.—(Additional to those inserted in regular time schedule) leave Smyrna for Clayton at 11 45 a.m. and 8 10 p.m. Leave Clayton for Smyrna at 8 40 a.m. and 2 10 p.m., to make connections with trains to and from Dover and Stations South.

158 WICOMICO AND POCOMOKE RAILWAY.

H. R. PRITS, President, Berlin, Md.

Going South.			Going North.		
	Mls	Pas		Frs.	Pas
STATIONS.		P. M.	STATIONS.		A. M.
Lve. Salisbury	0	3 40	Lve. Berlin		8 30
" Pittsville	10	4 15	" St. Martin's		8 50
" Whaleyville	16	4 35	" Whaleyville		9 10
" St. Martin's	19	4 55	" Pittsville		9 30
Arr. Berlin	23	5 15	Arr. Salisbury		10 00
		P. M.			A. M.

159 MARYLAND AND DELAWARE RAILROAD.

T. TILGHMAN, President. JOHN W. SCOTT, Auditor.
 G. W. GOLDSBOROUGH, Treas. & Sec. J. L. CALDWELL, Supt., Easton, Md.

Going North.			April 11, 1870.			Going South.		
	Pas	Mix		Pas	Mix		Pas	Mix
STATIONS.	A. M.	A. M.	STATIONS.	P. M.	A. M.	STATIONS.	P. M.	A. M.
Lve. Easton	6 00	10 30	Lve. New York	12 30	12 00			
" Woodland	6 15	10 50	" Philadelphia	5 00	8 30			
" Cordova	6 25	11 05	" Baltimore	2 49	7 25			
" Hillsborough	6 40	11 20	" Wilmington	6 25	10 10			
" Ridgely	6 50	11 35	" Clayton	8 25	12 10			
" Greensborough	7 05	11 55	" Kenton	8 35	12 20			
" Goldsborough	7 15	12 15	" Slaughters	8 50	12 35			
" Henderson	7 25	12 25	" Marydell	9 00	12 50			
" Marydell	7 35	12 50	" Henderson	9 10	1 05			
" Slaughters	7 45	1 05	" Greensborough	9 20	1 15			
" Kenton	8 00	1 25	" Goldsborough	9 30	1 40			
" Clayton	8 10	1 50	" Ridgely	9 45	1 50			
" Wilmington	10 15	3 55	" Hillsborough	9 55	2 00			
" Philadelphia	11 45	5 25	" Cordova	10 10	2 15			
" Baltimore	1 05	8 10	" Woodland	10 20	2 30			
Arr. New York	4 54	10 30	Arr. Easton	10 35	2 50			
	P. M.	P. M.		P. M.	P. M.			

¹ Connection made with Delaware Railway Line.

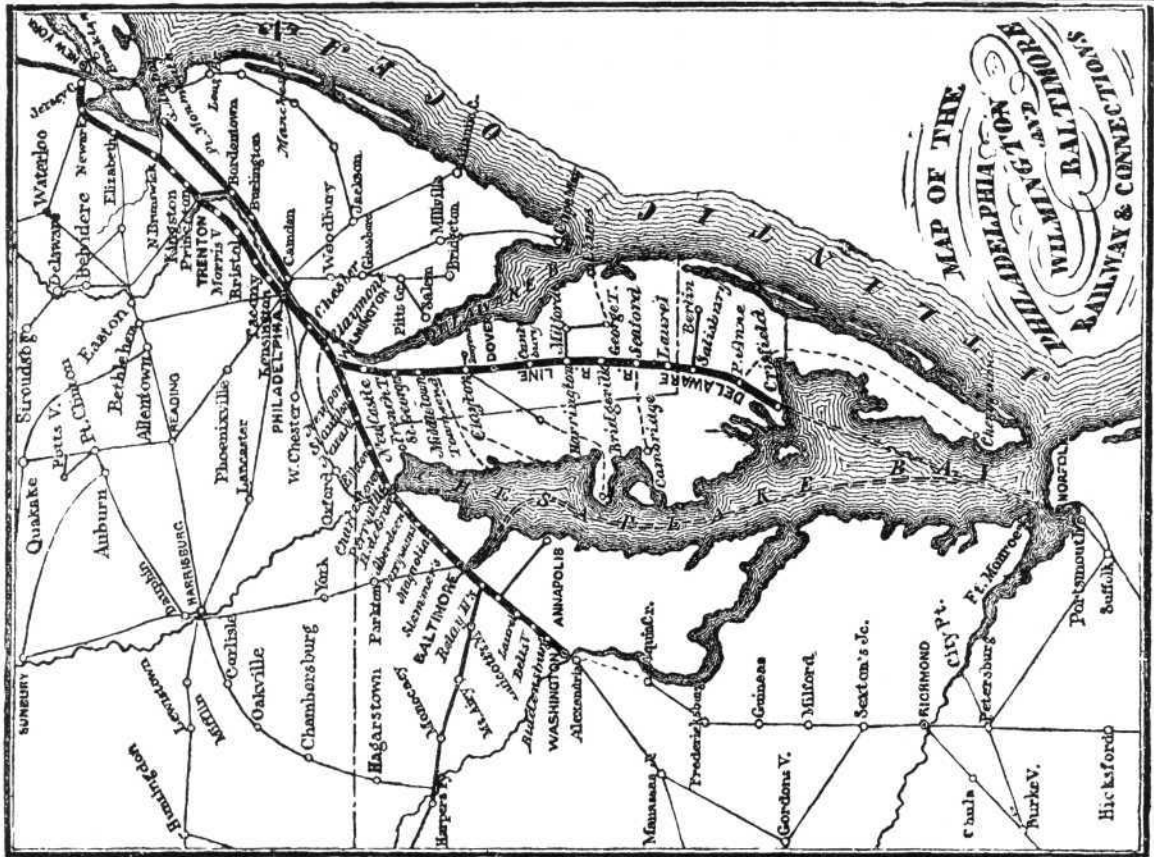
160 JUNCTION AND BREAKWATER RAILWAY.

JOHN W. HOUSTON, President. W. T. VAULES, Supt., Milford, Del.

Going South.			Going North.		
	Mls	Pas		Frs.	Pas
STATIONS.		P. M.	STATIONS.		A. M.
Lve. Harrington ¹	0	1 40	Lve. Lewes		9 35
" Houston	4	1 50	" Rehoboth		9 48
" Milford	9	2 10	" Cool Spring		9 58
" Lincoln	12	2 18	" Harbeson		10 00
" Ellendale	17	2 31	" Gravely Hill		10 05
" Robbins	19	2 43	" Messicks		10 10
" Carey's	21	2 48	" Georgetown		10 40
" Georgetown	25	3 05	" Carey's		10 50
" Messicks	27	3 13	" Robbins		10 55
" Gravely Hill	29	3 18	" Ellendale		11 07
" Harbeson	31	3 23	" Lincoln		11 20
" Cool Spring	33	3 36	" Milford		11 40
" Rehoboth	36	3 45	" Houston		11 50
Arr. Lewes	40	3 48	Arr. Harrington		12 00
		P. M.			NO'N

CONNECTION.

¹ At Harrington with Delaware Railway Line to and from Wilmington, Baltimore, Philadelphia, New York, &c.



**MAP OF THE
PHILADELPHIA, WILMINGTON & BALTIMORE
RAILROAD**

161 PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Connecting Philadelphia with Baltimore, Washington and the West.

ISAAC HINCKLEY, President, Philadelphia, Pa. H. F. KENNEY, Gen. Supt., Philadelphia, Pa. G. W. PERRY, Master Mechanic, Wilmington, Del.
 ENOCH PRATT, Vice-President, Baltimore, Md. GEO. A. DADMUN, Gen. Ticket Agent, Philadelphia, Pa.
 A. HORNER, Treasurer, Philadelphia, Pa. CHAS. K. IDE, Master of Transportation, Philadelphia, Pa. General Offices—Philadelphia, Pa.

Trains going South.

April, 1870.

Trains going North.

STATIONS.	Mls.	Acc.		Mail Acc.		Exs. Acc.		Exs. Acc.		Exs. Acc.	
		A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Lve. Philadelphia 1	0	8 30	11 00	12 00	2 30	4 00	5 00	11 30	12 40		
" Gray's Ferry 2	2	8 42	11 12	12 10	2 40	4 15	5 15	11 40	12 50		
" Bell Road	4	8 51	11 19	12 20	2 48	4 20	5 20				
" Lazaretto	11	9 00	11 27	12 27	2 56	4 28	5 28				
" Chester	14	9 11	11 36	12 36	3 07	4 35	5 39	12 06			
" Lamokin 3	14 1/2	9 14	11 40	12 40	3 10	4 40	5 42				
" Thurlow	16	9 18	11 44	12 44	3 13	4 40	5 45	12 12			
" Linwood	18	9 24	11 51	12 51	3 18	4 45	5 50	12 17			
" Claymont	20	9 30	12 01	13 01	3 24	4 51	5 56	12 23			
" Bellevue	23	9 42	12 11	13 11	3 34	5 01	6 07				
Arr. Wilmington 4	28	9 56	12 26	13 26	3 45	5 07	6 12	12 42	1 53		
Lve. Wilmington 4		10 02	P. M.	1 05	P. M.	5 17	P. M.	12 52	2 03		
" N. C. Junction	30	10 09				5 28					
" Newport	32	10 14				5 34					
" Stanton	34	10 20				5 40					
" Newark	40	10 33				5 47		1 10			
" Elkton	46	10 46				6 00		1 32			
" North-East	52	10 59				6 13		1 45			
" Charlestown	55	11 05				6 19					
" Principio	58	11 11				6 24					
Arr. Perryville 5	61	11 21			2 13	6 34		2 05	3 12		
Lve. Port Deposit 5		A. M. A. M.			P. M.	P. M.		A. M.	A. M.		
" Perryville 5	61	6 47	11 21	2 13	6 34	2 05	3 12				
" Havre de Grace	62	6 56	11 30	2 20	6 41	2 14	3 19				
" Aberdeen	67	7 09	11 42		6 53	2 26					
" Perrymansville	71	7 17	11 50		7 00	2 38					
" Bush River	74	7 24	11 56								
" Edgewood	77	7 30	12 04		7 13	2 51					
" Magnolia	79	7 38	12 10		7 18	2 59					
" Chase's	83	7 52	12 23								
" Stemmer's Run	89	8 05	12 35		7 41						
" Canton	94	8 22	12 50								
Arr. Baltimore 7	98	8 37	1 05		8 09	3 50	4 45				

N. B.—An extra accommodation train leaves Philadelphia for Wilmington 7 00 p.m., returning from Wilmington 6 45 a.m.
Philadelphia and Baltimore Central Passenger trains, connecting with Lamokin, leave Philadelphia 7 00 and 10 00 a.m., 2 30, 4 30 and 7 00 p.m.; leave Lamokin for Philadelphia 8 30 a.m., 12 55, 2 38, 5 50 and 7 53 p.m.
 Trains marked thus * run Sundays; other trains daily except Sundays.

1 Con with roads diverging from Philadelphia.
 2 Through trains to and from New York connect with Junction Railway.
 3 Connects with Delaware Railway Line, and with Wilmington and Reading Railway.
 4 Connects with Port Deposit Branch Railway.
 5 With Baltimore and Ohio Railway, and with Bay Line, and York River Line Steamers.

MARIETTA AND CINCINNATI RAILROAD.

JOHN KING, JR., President, Baltimore, Md.
W. W. PEABODY, Master of Transportation.
R. W. FRAZER, Gen. Freight Agent.

CHARLES F. LOW, JR., Auditor.
JOHN W. PILLSBURY, Gen. Passenger Agent, Cincinnati, O.

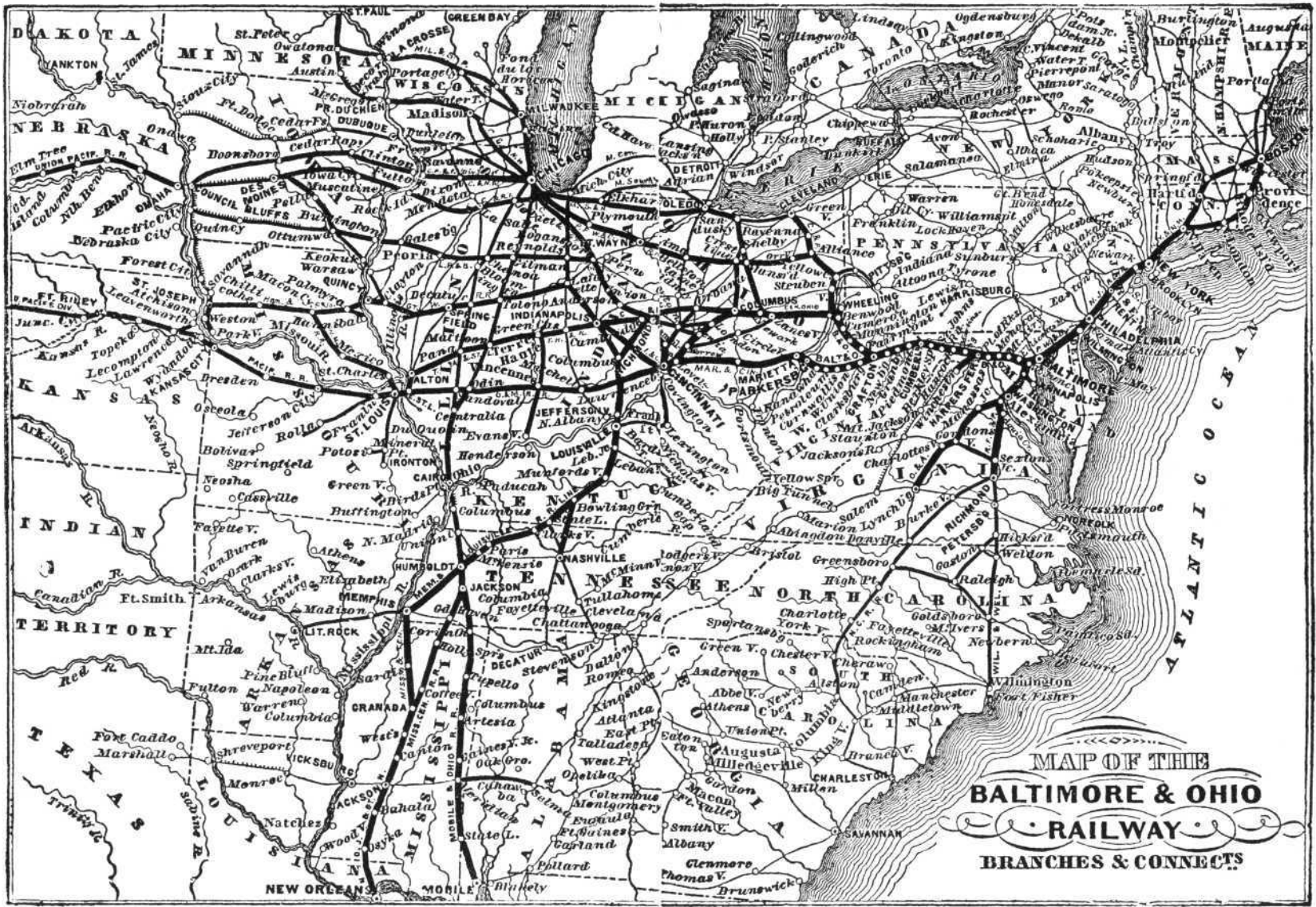
E. M. BOZLEY, Master Mechanic.
W. NASH, Master of Trains, Chillicothe, O.

Westward Bound Trains.

Eastward Bound Trains.

Table with 10 columns: STATIONS, MIs, Exs., Exs., Acc., Acc., Acc., and empty columns. Rows include New York, Philadelphia, Washington, Baltimore, Cifton, Parkersburg, Belpre, Marietta, etc.

Table with 10 columns: STATIONS, MIs, Fast, Exs., Acc., Acc., Acc., and empty columns. Rows include St. Louis, Quincy, Lafayette, Indianapolis, Memphis, Louisville, Cincinnati, etc.



MAP OF THE
BALTIMORE & OHIO
 RAILWAY
 BRANCHES & CONNECTS

MAIN STEM BALTIMORE AND OHIO RAILWAY.

J. W. GARRETT, President, Baltimore, Md. L. M. COLE, Gen. Ticket Agent, Baltimore, Md. Wm. H. IJAMS, Secretary and Treasurer, JOHN L. WILSON, Master of Transportation, G. R. BLANCHARD, Gen. Freight Agent, Baltimore, Md. G. B. GIBSON, Gen. Western Pass. Agent, Cincinnati, O. JOHN OLIVER, Purchasing Agent, Baltimore, Md. JOHN C. DAVIS, Master Mechanic and Supt. of Car Repairs, Baltimore, Md.

Table with columns: Trains Leave, Dec. 5, 1869, Trains Arrive, Dec. 5, 1869. Stations include Baltimore, Washington Junction, Ellicott's Mills, Elysville, Marriottsville, Skyesville, Mount Airy, Monrovia, Frederick Junction, Point of Rocks, Sandy Hook, Harper's Ferry, Duffield's, Kerneysville, Martinsburg, North Mountain, Sleepy Creek, Hancock, Sir John's Run, Little Cacapon, Green Spring Run, Patterson's Creek, Cumberland, Brady's Mill, New Creek, Piedmont, Frankville, Swanton, Altamont, Deer Park, Oakland, Cranberry Summit, Rowlesburg, Tunnelton, Thornton, Grafton, etc.

Table with columns: Trains Leave, Dec. 5, 1869, Trains Arrive, Dec. 5, 1869. Stations include Grafton, Flemington, Clarksburg, Salem, West Union, Pennsboro, Cairo, Kanawha, Parkersburg, Wheeling, etc.

N. B.—The 9 30 a.m. train from Bellaire, and the 3 50 a.m. train from Columbus, daily. Other trains daily, Sundays excepted.

E. IJAMS'S MILLS TRAINS.—Trains leave Ellicott's Mills for Washington Junction, Camden Junction, Mount Clare Junction and Camden Station at 7 55 and 11 00 a.m., 4 40 p.m. Leave Camden Station for Ellicott's Mills, etc., at 6 40 and 9 50 a.m., 3 30 p.m.

1 Connects with Railways diverging from Baltimore. 2 With Steamer from Baltimore to Norfolk and Portsmouth. 3 With Washington Branch R'way. 4 With Frederick Branch Railway. 5 With Winchester and Potomac Railway. 6 With Stages for Berkley and Bed-ded Springs. 7 With Cumberland and Pennsylvania Railway. 8 With Northwestern Railway. 9 By ferry, with Central Ohio Railway. 10 With Cleveland and Pittsburg Railway. 11 With Steamers from Wheeling to river ports.

For Name of Road and Connections, see opposite page. For trains on Washington Branch proper, see following page.

CENTRAL OHIO DIVISION.

H. J. JEWETT, Pres., Columbus, O. JOHN L. WILSON, Master Transportation, Baltimore, Md. W. C. QUINCY, Assistant Master Transportation, Zanesville, O. G. B. GIBSON, Gen. Western Passenger Agent, Cincinnati, O. W. S. WIS. R. W. JONES, Train Master and Despatcher.

Table with columns: Trains Leave, Dec. 5, 1869, Trains Arrive, Dec. 5, 1869. Stations include Columbus, Alum Creek, Big Walnut, Taylor, Black Lick, Summit, Columbia, Pataskala, Kirkersville, Union, Granville, Newark, Clay Lick, Black Hand, Claypool's, Pleasant Valley, Dillon's Falls, Zanesville, Coal Dale, Sonora, Norwich, Concord, Cassel's, Cambridge, Campbell's, Gibson's, Salesville, Milwood, Spencer's, Barnesville, Burton's, Burr's Mill, Belmont, Lewis' Mill, Warnock, Glencoe, Neff's Siding, Bellaire, etc.

N. B.—The 9 30 a.m. train from Bellaire, and the 3 50 a.m. train from Columbus, daily. Other trains daily, Sundays excepted.

1 Connects with Little Miami, Railway. 2 With Pittsburg, Cincinnati and St. Louis Railway. 3 With Cinclin. & Zanesville R'way. 4 Ferry to Benwood, connections with Baltimore & Ohio Railway. 5 With Cleveland and Pittsburg Railway. 6 With Springfield & Col. R'way. 7 With Sandusky, Mansfield and Newark Railway. 8 With Steamer to various River ports.

WINCHESTER AND POTOMAC RAILWAY.

Table with columns: Trains Leave, Dec. 6, 1869, Trains Arrive, Dec. 6, 1869. Stations include Harper's Ferry, Shenandoah, Halltown, Charlestown, Cameron, Summit Point, Wadesville, Stephenson's, Winchester, etc.

1 Connects with Baltimore and Ohio Railway.

WASHINGTON COUNTY RAILWAY.

Table with columns: Trains Leave, Dec. 6, 1869, Trains Arrive, Dec. 6, 1869. Stations include Hagerstown Junction, Bartholow's, Beeler's Sun, Rhorersville, Eakle Mill, Keedysville, Breather's, Hagerstown, etc.

1 Connects with Baltimore & Ohio Railway. 2 Connects with Cumberland Valley Railway.

BALTIMORE AND OHIO RAILWAY.

WASHINGTON BRANCH.

J. L. WILSON, Master of Transportation. | L. M. COLE, General Ticket Agent, Baltimore. | F. MANTZ, Gen Supervisor of Trains, Balt.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes times and station names like Camden Station, Washington Junction, etc.

Annapolis Junction trains leave Washington at 6 00 a.m. and 4 35 p.m.; arrive 6 50 a.m. and 5 35 p.m.; leave Annapolis Junction at 7 20 a.m. and 6 00 p.m.; arrive at Washington at 8 25 a.m. and 6 50 p.m.

166 BALTIMORE AND OHIO RAILWAY.

(Lake Erie Division.)

For General Officers, see Baltimore and Ohio Railway—Main Line.

Table with columns for Leave, STATIONS, and Arrive. Includes times and station names like Sandusky, Prout's, etc.

- 1 With line from Sandusky to Cleveland, via Amherst and Elyria.
2 With Huron Branch, 9 miles, and at Huron with Northern Div. Lake Shore Railway.
3 With Lake Shore and Michigan Southern Railway.
4 With Cleveland, Columbus, Cincinnati and Indianapolis Railway.
5 With Pittsburg, Fort Wayne and Chicago; and Atlantic and Great Western Railways.
6 With Central Ohio Division of Baltimore and Ohio Railway.
7 With Pittsburg, Cincinnati and St. Louis Railway.

167 CUMBERLAND AND PENNSYLVANIA RAILROAD.

JAMES MILHOLLAND, President, C. SLACK, Superintendent, Mt. Savage, Md. A train leaves Cumberland for Kreighbaum's, Barrelville, Mount Savage, Frostburg, Borden Shaft, Ocean Mines, Lonaconing, Barton and Piedmont, 3 00 p.m., arriving at Piedmont 6 00 p.m.; leaves Piedmont for Cumberland and intermediate stations, 5 45 a.m., arriving at Cumberland 8 45 a.m. An accommodation train leaves Cumberland for Mount Savage and Frostburg 10 00 a.m., arriving there 11 30 a.m.; returns from Frostburg 12 30 p.m., arriving at Cumberland 2 00 p.m. Distance from Cumberland to Piedmont, 34 miles.

168 KENTUCKY IMPROVEMENT COMPANY.

(Hunnell Railway.)

J. HAMPTON ROBB, President. | M. ELLIS, Treas., 19 Wm.-St. N. Y. J. McL. STAUGHTON, Superintendent, Hunnewell. Trains leave Greensburg for Argillite, Hunnewell and Cannel Mines (distance 14 miles) 10 00 a.m. and 3 05 p.m., arriving at Cannel Mines 11 50 a.m. and 4 55 p.m. Leave Cannel Mines for Greensburg and intermediate stations, 7 45 a.m. and 12 50 p.m., arriving at Greensburg 9 55 a.m. and 2 40 p.m.

169 IRON RAILWAY.

Trains leave Ironton for Lagrange, Vesuvius, Coal Yard, Pine Grove Crossing, Etna, Lawrence Furnace, Bartles and Centre 7 00 a.m., 1 00 and 5 00 p.m., arriving at Centre 8 22 a.m., 2 22 and 5 55 p.m. Leave Centre for Ironton and intermediate stations, 9 00 a.m., 3 00 and 6 00 p.m., arriving at Ironton 10 20 a.m., 4 20 and 6 55 p.m. Distance from Ironton to Centre, 13 miles.

170 PITTSBURG AND CONNELLVILLE RAILWAY.

W. ODEN HUGHART, Pres. and Gen. Supt. | B. H. LATROBE, Chief Eng. W. B. STOUT, Agent. Offices, Pittsburg, Pa.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes times and station names like Pittsburg, Hazlewood, etc.

1 Connects with Railways diverging from Pittsburg.
McKeesport Accommodation trains leave Pittsburg 11 00 a.m. and 10 30 p.m., arriving at McKeesport 12 05 and 11 35 p.m. Leave McKeesport for Pittsburg 5 35 a.m. and 1 00 p.m., arriving at Pittsburg 6 45 a.m. and 2 05 p.m. A Special train leaves Pittsburg for Braddycks 6 15 p.m., arriving at Braddycks 7 00 p.m. Returning from thence 7 05 p.m. and arriving at Pittsburg 7 50 p.m.

171 HEMPFIELD RAILWAY.

CALVIN M. REED, Superintendent, Washington, Pa.

This road is now open from Wheeling, on the Ohio River, to Washington, Pa. (32 miles), where it forms a junction with the Chartiers Valley Railway. The Hempfield road will be continued east to West Newton, on the Pittsburg and Connellsville Railway, 56 miles, thence to Greensburg, on the Penn. Central, 76 miles from Wheeling.

172 NILES AND NEW LISBON RAILWAY.

M. KENT, President. | J. G. CHAMBERLAIN, Supt., Leetonia, O. Train going south, leaves Niles 7 45 a.m., arriving at Leetonia 9 10 a.m. Leaves Leetonia 12 30 p.m., stopping when flagged at Franklin Long's and Teegardens, arriving at New Lisbon 1 10 p.m. Train going north leaves New Lisbon 2 20 p.m., arriving at Leetonia 3 00 p.m., leaves Leetonia 4 00 p.m., arriving at Niles 4 00 p.m. Connection is made at Leetonia with Pittsburg, Fort Wayne and Chicago Railway. N. B.—Trains are run by Columbus time.

173 CARROLLTON AND ONEIDA RAILWAY.

H. A. STIDGER, President. | M. T. WIGGINS, Supt., Carrollton, O. A train leaves Carrollton for Oneida at 3 00 a.m. Leaves Oneida at arrival of Mail train of the Cleveland and Pittsburg Railway. Distance, 12 1/2 miles. Fare, 50 cents.

Trains marked thus * run daily.

* Sunday trains.

INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILWAY.

H. C. LORD, President, Cincinnati, Ohio. J. F. RICHARDSON, Superintendent.

H. L. HALL, Asst. Superin't, Lafayette. A. E. CLARK, Gen. Tckt. Agt., Cincinnati.

H. J. PAGE, Gen. Freight Agt, Cincinnati, O. W. H. L. NOBLE, Gen. Agt., Indianapolis, Ind.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes sub-sections for CONNECTIONS and MARTINSVILLE DIVISION.

174 INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILWAY.

WHITE WATER VALLEY DIVISION.

Short Line Route between Cincinnati and Chicago.

In connection with Columbus, Chicago and Indiana Central Railway.

H. C. LORD, Pres., Cincinnati, O. | S. M. AVERY, Sup., Connerville, Ind.

Table with columns for Trains Leave, STATIONS, and Trains Arrive. Includes footnotes 1, 2, 3, and 4.

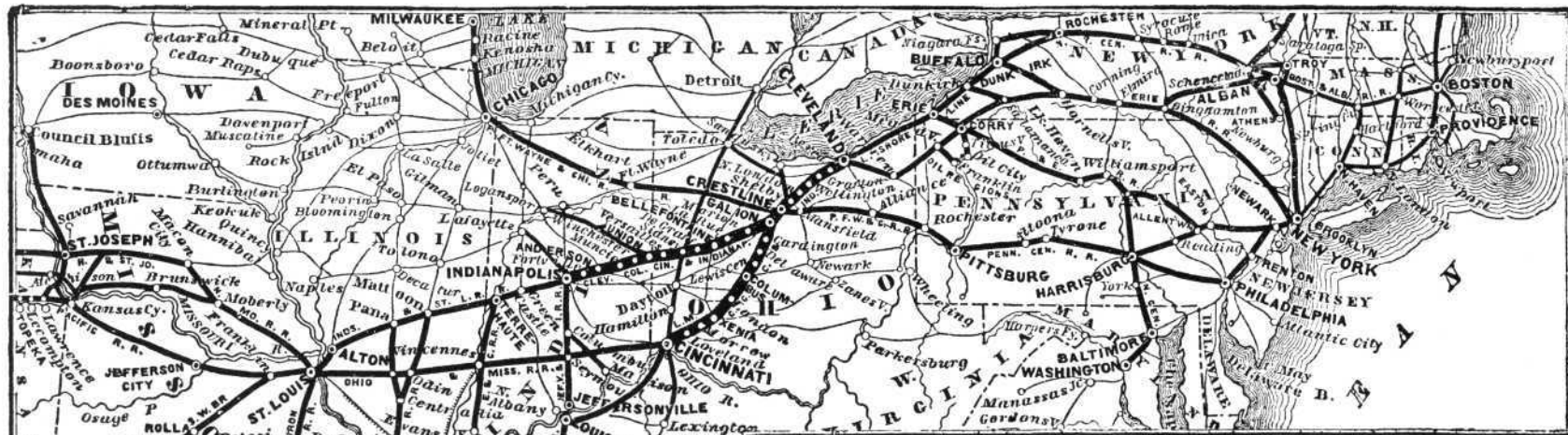
175 INDIANAPOLIS AND VINCENNES RAILWAY.

D. C. BRANHAM, Sup. S. H. COBB, Treas. and Gen. Ag't, Indianapolis.

Table with columns for Leave, STATIONS, and Arrive. Includes footnotes 1 and 2.

176 CHICAGO, CINCINNATI AND LOUISVILLE RAILROAD.

Table with columns for Leave, STATIONS, and Arrive. Includes text for CHARLES COURTER, President, N. Y. C. W. BRADLEY, Supt., Laporte, Ind.



**MAP OF THE
CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS
RAILWAY,
AND ITS PRINCIPAL CONNECTIONS.**

THIS RAILWAY now comprises the COLUMBUS DIVISION, from Cleveland, Ohio, to Columbus, Ohio—138 miles; the SPRINGFIELD BRANCH, from Delaware, Ohio, to Springfield, Ohio—50 miles; and the INDIANAPOLIS DIVISION, ("BEE LINE,") from Crestline, Ohio, to Indianapolis, Indiana—207 miles, making a total of 395 Miles of Railway under one Management, having direct connections to and from Cincinnati, Indianapolis, Chicago, Pittsburg, Erie, Dunkirk, Buffalo, and through those places with the entire Country—EAST, WEST, NORTH AND SOUTH.

CONDENSED SCHEDULE OF THROUGH TRAINS.

May, 1870.

Westward Bound Trains.				Eastward Bound Trains.				
STATIONS.	No. 1.	No. 3.	No. 5.	STATIONS.	No. 2.	No. 4.	No. 6.	Exs.
Lv. Cleveland ...	6 00 A.M.	2 25 P.M.	7 25 P.M.	Lv. St. Louis ...	3 45 P.M.		6 45 A.M.	
" Crestline ...	9 05 "	6 15 "	10 30 "	" Indianapolis ...	3 30 A.M.	10 15 A.M.	7 25 P.M.	
Ar. Columbus ...	11 50 "	9 00 "	12 50 A.M.	Ar. Crestline ...	11 45 "	6 15 P.M.	4 10 A.M.	5 55 A.M.
" Cincinnati ...	6 10 P.M.	6 25 A.M.	6 25 A.M.	Lv. Cincinnati ...	7 00 "	9 45 A.M.	9 30 P.M.	
Lv. Crestline ...	9 10 A.M.	6 20 P.M.	10 40 P.M.	" Columbus ...	11 10 "	3 05 P.M.	2 35 A.M.	
Ar. Indianapolis ...	6 40 P.M.	2 40 A.M.	8 10 A.M.	Ar. Cleveland ...	3 50 P.M.	9 30 "	10 45 A.M.	
" Terre Haute ...	11 25 P.M.	6 00 "	11 25 "	" Alliance ...	3 50 "	11 15 "	8 20 "	
" Mattoon ...	1 58 A.M.	8 51 "	2 32 P.M.	" Erie ...	7 05 "	1 20 A.M.	10 55 "	2 00 P.M.
" Pana ...	3 43 "	10 37 "	4 20 "	" Dunkirk ...	9 00 "	2 53 "	12 35 P.M.	3 50 "
" Alton ...	7 21 "	2 35 P.M.	8 20 "	" Pittsburg ...	7 05 "	2 17 "	11 55 N.N.	
" St. Louis ...	8 20 A.M.	3 30 "	9 20 "	" Buffalo ...	10 30 "	4 10 "	1 55 P.M.	5 30 P.M.
" Fort Wayne ...		11 58 N.T.	3 15 A.M.	" Altoona ...	12 30 A.M.	7 00 "	5 25 "	
" Chicago ...	10 20 P.M.	6 50 A.M.	9 20 "	" Harrisburg ...	5 10 A.M.	11 03 "	10 35 "	
" Jeffersonville ...	6 50 A.M.	6 50 "	3 20 P.M.	" Albany ...	9 45 "	2 30 P.M.	1 50 A.M.	5 40 A.M.
" Louisville ...	12 05 A.M.	7 20 A.M.	12 35 P.M.	" Springfield ...	1 30 P.M.	8 30 P.M.	6 40 "	11 30 "
" Nashville ...	4 00 P.M.	4 00 P.M.	8 00 A.M.	" Boston ...	5 05 "	11 50 "	11 00 "	3 30 P.M.
" Memphis ...	2 30 A.M.	2 30 A.M.	12 40 P.M.	" Philadelphia ...	9 30 A.M.	2 45 P.M.	3 00 "	
" Cairo ...	3 15 P.M.	2 20 "	2 20 A.M.	" Baltimore ...	9 00 "	2 45 "	2 20 "	
" Vincennes ...	9 25 A.M.	9 25 "	8 05 P.M.	" Washington ...	1 00 P.M.	5 10 P.M.	5 50 A.M.	
" Evansville ...	11 55 A.M.	11 55 "	10 20 P.M.	" New York ...	12 00 N.N.	6 05 P.M.	6 50 A.M.	11 00 A.M.

HORACE F. CLARK, President, New York. AUGUSTUS SCHELL, Vice-President, New York. JAMES H. BANKER, Treasurer, New York. GEO. B. ELY, Asst. Treasurer and Secretary, Cleveland, O.

E. B. PHILLIPS, Gen. Manager, Chicago, Ill. J. H. DEVEREUX, Gen. Manager, Cleveland, O. CHAS. F. HATCH, Gen. Sup't, Cleveland, O. CHAS. PAINE, Chief Eng., West of Maumee Riv., Chicago, Ill.

CHAS. COLLINS, Ch. Eng., East of Maumee R., Cleveland, O. C. P. LELAND, Auditor, Cleveland, O. J. W. CARY, Gen. Ticket Agent, Cleveland, O. A. HILLS, Gen. Freight Agent, Cleveland, O.

Eastward Bound Trains.

Schedule in effect May 2, 1870.

Westward Bound Trains.

Table with columns: STATIONS, Mls, Mail, Exs., P.M., A.M., Exs., Exs., Acc. for Eastward Bound Trains. Includes stations like Chicago, Englewood, Ainsworth, Pine, Miller's, Bailey T't., etc.

Table with columns: STATIONS, Mls, Acc., Exs., P.M., P.M., Exs., Mail for Westward Bound Trains. Includes stations like Cleveland, A. & Gt. W. Depot, Berea, Olmsted Falls, etc.

The Northern Mail train leaves Sandusky for Huron, Berlin, Ve...

Leaves Cleveland daily, except Sundays, for Sandusky...

CONNECTIONS.

1 Connects at Chicago with Chic., R.I. & Pac. Chic. & North-W'n, & Chic. & Alton & Illinois Cent. for all Western, Northwestern, and S-W Western cities. 2 At New Albany & S. Cr'g with the Louisville, N. Albany Chic. R. R. 3 At Laporte with the Chic., Cin. & Louisville R. R. 4 At Elkhart with Nrt'h. Indiana Air Line. 5 At White Pigeon with St. Jos. Valley R. R. 6 At Adrian with branches to Detroit & Jackson. 7 At Toledo with Tol., Wab. & West'n, to and from the West, also with Cin., Ham. & Dav. 8 At Fremont with Lake Erie & Louisville R. R. 9 At Clyde, with Cin., San. & Cleve. 10 At Monroeville with San., Mansfield and Newark R. R. 11 At A. & Great W'n Depot with trains on A. & Gt. W'n, for Meadville, Warren, Salam'ca, & all local points on the Erie R. R. 12 At Cleveland with C., Col. Cin. & Ind. & Cleve. & Pittsburg Railways.

NOTES ON RUNNING OF TRAINS.

Eastward.—The 5 35 pm from Chicago, U'ing Toledo 3 o'g a.m. Daily. The 9 25 p.m. train daily except Saturday and Sunday: this train runs from Elkhart to Toledo on Monday morning. All other eastward trains daily Sundays excepted. Westward.—The 7 30 p.m. train west, leaving Toledo 12 o'g a.m. Daily. The 8 05 p.m. from Toledo, will not run west of Elkhart on Saturday night. All other westward trains daily except Sundays.

STANDARD OF TIME.—The standard time of the road is the clock in Union Passenger Depot, Cleveland.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.

Continued from preceding Page.

Table with columns for STATIONS, Mls, Exs., and times for Eastward Bound Trains and Westward Bound Trains. Includes stations like Chicago, Toledo, Cleveland, Erie, and Buffalo.

May 2, 1870. CONNECTIONS. 13 At Girard with Erie and Pittsburg Railway. 14 At Erie with Philadelphia and Erie Railway, also with Buffalo Divis'n. 15 At Brocton with Buffalo, Corry and Pittsburgh Railroad. 16 At Dunkirk with Main Line of Erie Railway. 17 At Buffalo with New York Central Railroad for Rochester, Syracuse, Rome, Utica, Schenectady, Albany, Springfield, Boston, New York, and all Eastern cities; also with the Erie Railway for New York and New England cities via New York. N. B.—Trains leaving Cleveland 7 45 a.m. and train leaving Buffalo 12 00 noon run daily. The 12 01 night train from Buffalo runs daily, except Mondays. Other trains daily, Sundays excepted. STANDARD OF TIME.—Clock in Union Depot at Cleveland.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY—DETROIT DIVISION TIME-TABLE.

Table with columns for STATIONS, Mls, Exs., and times for Trains to Detroit and Trains from Detroit. Includes stations like Buffalo, Cleveland, Toledo, Detroit, and Chicago.

CONNECTIONS. 1 At Toledo with Main Line; also, with Cincinnati, Hamilton and Dayton Railroad, for Cincinnati, Louisville, &c. 2 At Monroe Junction with line to Chicago. 3 At Detroit with Detroit and Milwaukee Railroad; also, with Grand Trunk Railway of Canada.

178 LAKE SHORE & MICHIGAN SOUTHERN RAILWAY. JACKSON BRANCH.

Table with columns for STATIONS, Mls, Exs., and times for Jackson Branch. Includes stations like Toledo, Adrian, Lenawee Junction, Chase's, Tecumseh, Clinton, Manchester, Norvell, Napoleon, Eldred, and Jackson.

178 JAMESTOWN AND FRANKLIN RAILROAD.

Table with columns for STATIONS, Mls, Exs., and times for Jamestown and Franklin Railroad. Includes stations like Jamestown, A. & Gt. West. Cross, Salem, Hadley's, Clark's Mills, Stoneboro', Sandy Lake, Raymilton, Waterloo, and Franklin.

HORACE F. CLARK, President,
 AUGUSTUS SCHELL, Vice-President,
 E. B. PHILLIPS, General Manager, Chicago, Ill.

J. H. DEVEREUX, Gen. Manager, Cleveland, O.
 CHAS. F. HATCH, Gen. Superintendent,
 J. A. BURCH, Gen. Eastern Passenger Agent,
 Buffalo, N. Y.
 H. C. BARR, Agent, 247 Broadway, N. Y.

F. E. MORSE, Gen. Western Agent,
 under Tremont House, Chicago
 J. S. SMITH, Agent,
 Old State House, Boston

Westward Trains.					May, 1870.					Eastward Trains.				
Accom.	Toledo Exps.	Pac. Exps.	St'boat Exps.	Chicago Exps.	Mis	STATIONS.	Frs	N. Y. Exps.	Atlantic Exps.	Day Exps.	Cincin. Exps.	Accom.		
4 30 P.M.	6 05 A.M.	12 00 N.	8 25 P.M.	12 01 N.T.	0	LEAVE]..... Buffalo 1		4 10 A.M.	1 55 P.M.	5 30 P.M.	10 30 P.M.	10 25 A.M.		
5 20 "	6 42 "	"	9 00 "	"	15	..... Lake View		"	"	"	"	9 40 "	
5 38 "	7 00 "	12 43 "	9 20 "	"	21	..... Angola		1 14 "	4 40 "	4 40 "	9 44 "	9 20 "	
6 10 "	7 29 "	1 06 P.M.	9 48 "	"	31	..... Silver Creek		12 54 "	4 17 "	4 17 "	9 21 "	8 40 "	
6 35 "	8 10 "	1 45 "	10 15 "	1 19 A.M.	40	..... Dunkirk 2	2 56 "	12 40 "	3 54 "	3 54 "	9 03 "	8 15 "	
6 55 "	8 32 "	2 10 "	10 33 "	"	48	..... Brocton	"	12 15 P.M.	3 30 "	3 30 "	8 41 "	7 43 "	
7 20 "	8 50 "	2 30 "	10 55 "	"	57	..... Westfield	"	11 57 A.M.	3 19 "	3 19 "	8 25 "	7 17 "	
7 40 "	9 11 "	"	"	2 10 "	65	..... Ripley	"	"	"	"	"	6 54 "	
9 10 P.M.	10 10 "	3 40 "	12 10 A.M.	2 45 "	88	ARRIVE { Erie 3	IVE	1 30 "	1 10 00 A.M.	2 20 "	7 25 "	5 45 A.M.		
"	"	3 45 "	12 15 "	2 50 "	"	IVE {	ARR	1 25 "	10 55 "	2 00 "	7 05 "	"		
"	10 46 "	4 18 "	12 50 "	"	103	..... Girard	"	"	10 23 "	1 27 "	6 30 "	"	
"	11 36 "	"	"	"	123	..... Kingsville	"	"	"	12 46 "	"	"	
"	11 48 "	5 12 "	2 00 "	3 57 "	120	..... Ashtabula	12 11 A.M.	9 30 "	"	"	5 30 "	"	
"	12 15 P.M.	5 30 "	2 22 "	"	138	..... Geneva	"	"	"	12 15 P.M.	"	"	
"	12 30 "	"	"	"	143	..... Madison	"	9 03 "	"	"	"	"	
"	12 55 "	6 00 "	3 02 "	4 42 "	154	..... Painesville	11 27 P.M.	8 40 "	"	11 43 A.M.	4 48 "	"	
"	1 20 "	"	3 30 "	"	165	..... Willoughby	"	"	"	"	"	"	
"	1 42 "	"	"	"	174	..... Euclid	"	"	"	"	"	"	
"	2 05 "	7 05 "	4 20 "	5 35 "	183	ARRIVE { Cleveland 4	IVE	10 40 "	7 45 "	10 45 "	4 00 "	"		
"	2 30 "	7 30 "	4 30 "	5 45 "	"	IVE {	ARR	10 30 "	7 25 "	10 35 "	3 40 "	"		
"	3 08 "	8 04 "	5 05 "	"	196	..... Berea	"	9 57 "	6 47 "	10 13 "	3 00 "	"	
"	3 41 "	8 33 "	5 36 "	6 36 "	208	..... Elyria	"	9 30 "	6 08 "	9 30 "	2 30 "	"	
"	4 02 "	8 50 "	5 52 "	"	217	..... Oberlin	"	9 13 "	5 52 "	9 20 "	2 06 "	"	
"	4 28 "	"	6 20 "	"	227	..... Wakeman	"	"	"	9 00 "	1 40 "	"	
"	5 04 "	9 44 "	6 54 "	7 26 "	238	..... Norwalk	"	8 28 "	5 08 "	8 35 "	1 17 "	"	
"	5 15 "	9 54 "	7 06 "	7 33 "	243	..... Monroeville 5	"	8 15 "	4 55 "	8 22 "	1 00 "	"	
"	5 34 "	10 09 "	7 26 "	"	251	..... Bellevue	"	8 02 "	"	8 09 "	12 44 "	"	
"	5 52 "	10 22 "	7 55 "	7 55 "	258	..... Clyde 6	"	7 46 "	4 28 "	7 55 "	12 23 P.M.	"	
"	6 13 "	10 37 "	8 15 "	8 08 A.M.	266	..... Fremont	"	7 30 "	4 10 "	7 28 "	12 05 N.	"	
"	6 42 "	"	8 47 "	"	279	..... Elmore	"	"	"	7 01 "	11 30 A.M.	"	
Mail.	7 45 "	11 45 P.M.	9 40 "	9 05 "	296	ARRIVE { Toledo 7	IVE	6 30 "	3 00 "	8 20 "	10 50 "	"		
8 00 P.M.	8 05 "	12 01 N.T.	10 00 "	9 25 "	"	IVE {	ARR	6 10 "	2 50 "	6 00 "	10 30 "	"		
"	"	"	"	"	306	..... Holland	"	"	"	"	"	5 55 P.M.	
"	"	"	"	"	315	..... Swanton	"	"	"	"	"	5 27 "	
"	9 42 "	"	"	10 15 "	329	..... Wauseon	"	"	"	"	"	4 02 "	
"	10 24 P.M.	"	"	"	343	..... Stryker	"	5 08 "	"	"	"	5 27 "	
"	10 45 P.M.	Via Adrian	"	"	351	..... Bryan	"	"	"	4 39 "	"	4 02 "	
"	11 15 "	"	"	"	361	..... Edgerton	"	"	"	4 10 "	"	3 52 "	
"	"	"	"	11 08 "	382	..... Corunna	"	"	"	3 54 "	"	3 35 "	
"	"	"	"	"	388	..... Kendallville	4 18 "	"	"	3 32 "	"	3 05 "	
"	12 35 A.M.	"	"	"	405	..... Ligonier	"	"	"	"	"	2 15 "	
"	1 25 "	"	"	12 21 P.M.	420	..... Goshen	"	"	"	2 33 "	"	2 00 "	
"	2 02 "	"	"	"	397	..... Sylvania	3 10 "	"	"	2 02 A.M.	"	1 40 P.M.	
8 30 P.M.	"	"	10 30 "	"	329	..... Sylvania	"	"	"	"	"	"	
9 35 "	"	1 30 A.M.	11 25 "	"	346	..... Hudson	"	1 35 "	"	"	"	9 55 A.M.	
10 20 "	"	"	12 03 P.M.	"	384	..... Hillsdale	"	12 53 "	"	"	"	8 50 "	
11 03 "	"	2 57 "	12 35 "	"	362	..... Coldwater	"	12 20 A.M.	"	"	"	7 57 "	
12 02 N.T.	"	3 24 "	1 25 "	"	408	..... Sturgis	"	11 32 P.M.	"	"	"	7 16 "	
1 02 A.M.	"	4 13 "	2 23 "	"	420	..... White Pigeon	"	10 44 "	"	"	"	6 14 "	
1 32 "	"	4 35 "	2 52 "	"	408	..... Elkhardt	"	10 19 "	"	"	"	5 17 "	
2 20 "	2 30 A.M.	5 20 "	4 00 "	1 20 P.M.	438	..... South Bend	"	2 35 "	9 40 "	1 15 "	"	4 35 "	
"	"	5 49 "	4 34 "	1 40 "	454	..... Carlisle	2 10 "	9 03 "	"	12 38 "	"	3 30 A.M.	
"	"	6 13 "	5 04 "	"	467	..... La Porte	"	8 37 "	"	"	"	12 15 P.M.	
"	"	7 00 "	5 40 "	2 27 "	481	..... Pine	"	1 27 P.M.	8 10 "	1 40 "	"	"	
"	"	"	"	"	517	..... Chicago Junction	"	"	"	"	"	"	
"	"	"	"	"	533	ARRIVE]..... Chicago 8	LEAVE	11 20 A.M.	5 35 P.M.	9 20 P.M.	"	"		

Connections are made as follows:

- At Buffalo with N. Y. Central Railway, forming a direct and desirable route to Niagara Falls, Rochester, Syracuse, Rome, Utica, Schenectady, Albany, Troy, Saratoga, New York, Boston, and all prominent places in New England, either via Springfield or New York.
- At Buffalo with Erie Railway for Hornellsville, Corning, Elmira, Susquehanna, Port Jervis, and all local points on the Erie Railway, New York and Boston via New York.
- At Dunkirk with main line of Erie Railway. Close connection is made here in Union Depot with all trains East and West.
- At Erie with Erie and Pittsburg Railway, also with the Lake Shore and Michigan Southern Railway, for Cleveland and all points West, North-West and South-West.
- At Cleveland with Cleveland, Columbus, Cincinnati and Indianapolis Railway for Crestline, Columbus, Cincinnati, and points South and South-West, via Cincinnati; also via Crestline to Indianapolis, Louisville, Terre Haute, Cairo, St. Louis, and all points west of the Mississippi River.
- At Cleveland with Cleveland and Pittsburg Railway for all points in Pennsylvania.
- At Monroeville with Lake Erie Division Baltimore and Ohio Railroad for Mt. Vernon, Newark, Zanesville, Wheeling, &c.
- At Clyde with Cincinnati, Sandusky and Cleveland Railway for Sandusky, Springfield, Dayton and Cincinnati.
- At Toledo with Toledo, Wabash and Western Railway for Fort Wayne, Lafayette, Danville, Springfield, Ill., Keokuk, Quincy, and all points via Quincy and the Hannibal and St. Joseph Railway.
- At Chicago with the various lines diverging for the West, North-West and South-West.

NOTES ON RUNNING OF TRAINS.

WESTWARD.

- Chicago Express** leaves Buffalo daily, except Monday, taking breakfast at Toledo 9 05 a.m.; reaches Chicago 4 20 p.m. The same train reaches Cincinnati, 6 50 p.m., Indianapolis, 6 40 p.m., St. Louis 8 20 a.m.
- Steamboat Express** leaves Buffalo daily, except Saturday; breakfast at Toledo; arrives at Chicago, 8 10 p.m.
- Toledo Express** leaves Buffalo daily, except Sunday, connecting at Erie with Erie and Pittsburg Railway; dinner at Cleveland, 2 05 p.m. supper at Toledo, arrives at Chicago 6 50 a.m. The same train connects with train reaching Columbus. 9 00 p.m., Indianapolis, 2 40 a.m., St. Louis, 3 30 p.m.
- Pacific Express** daily, from Buffalo; Supper at Cleveland; arrives in Chicago, daily, 9 25 a.m.; the same train reaches Columbus, 12 50 night, Cincinnati, 6 25 a.m., Indianapolis, 8 10 a.m., St. Louis, 9 20 p.m.

EASTWARD.

- New York Express** leaves Chicago daily, except Sunday, 11 20 a.m., arriving at Toledo 6 10 p.m. supper; Cleveland, 10 30 p.m.; Buffalo, 4 10 a.m., New York, 7 00 p.m., Boston, 11 50 p.m.
- Atlantic Express** daily, leaves Chicago, 5 35 p.m., Cleveland, 7 25 a.m., breakfast, connection made here with the 6 45 a.m. train from St. Louis and the 9 30 p.m. train from Cincinnati, arrives Buffalo, 1 55 p.m., dinner, New York, 7 00 a.m., Boston, 11 a.m.
- Day Express**, daily, except Saturday and Sunday. breakfast at Toledo, dinner at Erie, arrives at Buffalo 5 30 p.m., New York 11 00 p.m., Boston, 3 30 p.m.
- Cincinnati Express** leaves Elkhardt daily, except Sunday, 3 30 a.m. Toledo 10 50 a.m., connecting at Cleveland with the 3 45 p.m. train from St. Louis and the 7 00 a.m. train from Cincinnati; supper at Erie arrives at Albany, 9 45 a.m., New York, 3 00 p.m., Boston, 5 05 p.m.



MICHIGAN CENTRAL RAILROAD.

JAMES F. JOY, President, Detroit, Mich.
H. E. SARGENT, Gen. Supt., Chicago, Ill.
C. H. HURD, Asst. Gen. Supt., Detroit, Mich.
C. D. WHITCOMB, Gen. Tkt Agt, Detroit, Mich.

A. S. SWEET, Jr., Master Mechanic.
J. B. SUTHERLAND, Mast. Car Builder, Detroit.
C. E. NOBLE, Gen. Eastern Agent,
349 Broadway, New York.

H. C. WENTWORTH, Gen. Passenger Agent,
Chicago, Ill.
JAS. NEWELL, Purchasing Agent,
Detroit, Mich.

Schedule in effect May 8, 1870.

Westward Bound Trains—New York & Boston to Chicago. Eastward Bound Trains—Chicago to New York, Boston, &c.

Table with columns for STATIONS, Mls, Mail, Fast Exs., Atlc Exs., Pac. Exs., Acc, and STATIONS, Mls, Mail, Fast Exs., Eve Exs., Ngt Exs., Exs., Acc. Includes notes on running of trains and connections.

CONNECTIONS.

- 1 At Detroit with Great Western Railway of Canada for Suspension Bridge, Niagara Falls, Buffalo, Rochester, Utica, Syracuse, Albany, Boston and New York.
2 At Grand Trunk Junction with Grand Trunk Railway for Montreal, Quebec, Portland, and other points on Grand Trunk Railway; also via Montreal or Portland to Boston.
3 At Jackson with trains on the Jackson, Lansing & Saginaw Railroad, for Lansing, Owosso, Saginaw and Winona; also with Grand River Valley R.R. for Eaton Rapids, Charlotte, Vermontville, Hastings, &c.
4 At Kalamazoo with trains on the St. Joseph Valley Railway for White Pigeon and intermediate stations.
5 At Kalamazoo with Kalamazoo, Allegan and Grand Rapids Railway for Cooper, Silver Creek, Plainfield, Otsego, Watson and Allegan.
6 At Michigan City with trains on Northern Division of Louisville, New Albany and Chicago Railway, running via Lafayette to Indianapolis, Louisville and Cincinnati.
7 At Lake with Branch to Joliet, forming the short cut off for freight between St. Louis and Detroit.
8 At Chicago with Chicago & North-Western Railway for Milwaukee, Green Bay, Madison, Rockford, Freeport, Clinton, Boone, Council Bluffs, Omaha, &c.
9 With Illinois Central Railroad for Cairo and all points South; also for St. Louis, via Effingham.
10 With Chicago and Alton Railroad for Joliet, Bloomington, Springfield, Alton, St. Louis, and all points West in connection with the North Missouri and Pacific Railways; also for Southern cities, via St. Louis and Iron Mountain Railroad, or Memphis and St. Louis, Packet Co.
11 With Chicago, Rock Island and Pacific Railroad for La Salle, Rock Island, Davenport, Wilton, Iowa City, Des Moines, Council Bluffs, Omaha, &c.
12 With Chicago, Burlington and Quincy Railroad for Mendota, Galesburg, Burlington, Peoria, Quincy, and all Western cities via Hannibal and St. Joseph Railroad.

MICHIGAN

CENTRAL RAILROAD

LINE,

JOHN OWEN, Prest. L. A. PIERCE, Gen. Agt. D. CARTER, Sec.
 Detroit, Mich. Cleveland, O. Detroit, Mich.

CLEVELAND & DETROIT SIDE-WHEEL STEAMERS

NORTH-WEST, Captain E. R. Viger.
 R. N. RICE, Captain Wm. McKay.

One of the above boats leaves Cleveland every evening, Sundays excepted, at NINE o'clock, connecting next morning at Detroit with the

MICHIGAN CENTRAL R. R.

For Jackson, Marshall, Kalamazoo, Niles, Chicago, Burlington, Quincy, Fond du Lac, La Crosse, St. Paul, St. Joseph and Omaha. Also with the

DETROIT & MILWAUKEE R. R.

For Pontiac, St. Jones, Ionia, Grand Rapids, Grand Haven, Saginaw, and Milwaukee.

LEAVES DETROIT, from Michican Central Railroad Wharf, EVERY EVENING, at NINE o'clock, (Sundays excepted), connecting at CLEVELAND next morning with trains for Pittsburg, Wheeling, Columbus, Cincinnati, Buffalo, Philadelphia, Baltimore, Washington City, and New York.

FARE ONE DOLLAR LESS THAN ALL RAIL.

Through Tickets to All Points sold on Board, and at all Regular Ticket Offices.

Baggage Checked to All Points. No Charge for Portorage.

DETROIT AND MILWAUKEE RAILWAY.

Detroit to Pontiac, Flint, Saginaw, Lansing, Grand Rapids, Milwaukee, Etc.

Table with columns: STATIONS, Mls, Exs, Mail, Acc, Mix, P.M., P.M. (Going West). Includes stations like Suspens'n Bridge, Detroit, Grand Trunk, etc.

Milwaukee, Grand Rapids, Lansing, Saginaw, Flint, Pontiac, Etc. to Detroit.

Table with columns: STATIONS, Mls, Acc, Mail, Mix, P.M., P.M. (Going East). Includes stations like Milwaukee, Grand Haven, Ferrysburgh, etc.

May, 1870. OFFICERS. C. C. TROWBRIDGE, Pres., Detroit, Mich. JAMES H. MUIR, Secretary. THOMAS BELL, Gen. Supt. ALFRED WHITE, Gen. Freight Agent, Detroit, Mich.

CONNECTIONS. At Milwaukee, with the Milwaukee and St. Paul, and Chicago and North-western Railways for Racine, Kenosha, Beloit, Dubuque, Madison, Prairie du Chien, La Crosse, Winona, St. Paul and all points on the Mississippi River. At Detroit, with the Gt. Western Railway of Canada, for Suspension Bridge, Buffalo, Boston, New York, Toronto, Montreal, and all points on the Grand Trunk and New York Central Railways, and with the Michigan Central and Michigan Southern Railways, and Cleveland Line of Steamers. The Railway Company's Ferry Steamer leaves D. and M. R. Dock, Detroit, at 8 to a.m. and 6 to 30 p.m., and returns on arrival of Train at 7 40 a.m. and 5 40 p.m. Sleeping Cars are attached to the 10 40 p.m. train from Detroit and 9 00 p.m. from Grand Haven.

188 FLINT AND PERE MARQUETTE RAILWAY,

S. B. WARD, Pres., Detroit, Mich. G. W. LEDLIE, Auditor and Gen. Ticket Agent. H. C. POTTER, Sec. & Treas. W. B. SEARNS, Chief Eng. J. C. KIMBALL, Supt. G. S. FROST, Land Agent, Detroit. General Offices—East Saginaw, Mich.

Table with columns: Trains Leave, Trains Arrive, STATIONS, Acc, Exs, Mail, Mls, P.M., P.M. (Flint and Pere Marquette Railway).

189 JACKSON, LANSING AND SAGINAW RAILWAY.

H. A. HAYDEN, Prest., Jackson. W. D. THOMPSON, Treas., Jackson. O. M. BARNES, Secretary, A. WATSON, Gen. Supt.,

Table with columns: Trains Leave, Trains Arrive, STATIONS, Mls, Mail, Exs, Acc, P.M., P.M. (Jackson, Lansing and Saginaw Railway).

Extra trains leave Bay City for East Saginaw 3 30 a.m. and 1 35 p.m., arriving at East Saginaw 11 10 a.m. and 2 08 p.m. Accommodation trains lvs. E. Saginaw 8 00 a.m., 4 30 p.m., arr. at Bay City 8 40 a.m., 4 50 p.m. 1 Connects with steamers for various ports on Lake Huron. 2 With Bay City Branch. 3 With Detroit & Milwaukee R.W. 4 With Lake Shore and Michigan Southern Railway. 5 With Grand Trunk Railway. 6 With Michigan Central Railway. The Clock in East Saginaw office is Standard Time on this Road.

Extra trains leave Saginaw City for Wenona 7 15 a.m. and 4 00 p.m., arriving at Wenona 8 15 a.m. and 4 45 p.m. Leave Wenona 10 30 a.m. and 6 30 p.m., arriving at Saginaw City 11 15 a.m. and 7 25 p.m.

1 Connects with the Michigan Central Railway. 2 With the Lake Shore and Michigan Southern Railway. 3 Grand River Valley Railway for Eaton Rapids and Charlotte. 2 Connects with Detroit and Milwaukee Railway. 4 With Flint and Pere Marquette Railway for Midland City. Stages leave Mason daily to and from Dansville. Stages leave Lansing for Okemos, Williamstown and Howell, every Tuesday, Thursday, and Saturday at 8 00 a.m., and return at 4 00 p.m. on Monday, Wednesday and Friday. Daily to and from De Witt, For Grand Ledge Tuesday, Thursday and Saturday. Daily to and from Eaton Rapids. Stages leave Wenona daily for Alpena and intermediate points. STANDARD OF TIME.—Clock in the Superintendent's Office at JACKSON.

190 DAYTON AND UNION, AND DAYTON AND WESTERN RAILWAYS.

H. C. STIMSON, President, 25 William St., N. Y. JAMES McDANIEL, Vice-President. J. R. KNOX, Secretary. J. H. ACHEV, Treasurer.

S. R. STIMSON, Gen. Supt., Wm. BOMBERGER, Auditor and Gen. Ticket Agent. I. F. TOWER, Gen. Freight Agent, Dayton, O.

Trains Leave. Trains Arrive.

Table for 190 with columns for Exs., Acc., Mils, Stations, and Connections. Includes stations like Dayton, Gravel Pit, Trotwood, Weavers, Brookville, Dodson, Baltimore, Gordon, Arcanum, Delisle, Jay's, Greenville, Rush's, Hillgrove, and Union.

194 BURLINGTON, CEDAR RAPIDS AND MINNESOTA RAILWAY.

GEORGE GREEN, President, Cedar Rapids, Ia. JOHN H. DAVEY, Treasurer, Burlington, Ia. CHARLES MASON, Vice-President, Burlington, Ia. J. H. POTTER, Superintendent, Burlington, Ia.

Leave. Feb. 28, 1870. Arrive.

Table for 194 with columns for Acc., Pas, Mils, Stations, and Connections. Includes stations like Burlington, Latty, Sperry, Kossuth, Linton, Morning Sun, Wapello, Long Creek, and Columbus Junction.

191 BUFFALO AND WASHINGTON RAILWAY.

B. C. RUMSEY, President. H. A. RICHMOND, Vice-President.

M. P. BUSH, Treasurer. W. C. ALBERGER, Sec. and Supt.

Trains Leave. May, 1870. Trains Arrive.

Table for 191 with columns for Acc., Exs., Mils, Stations, and Connections. Includes stations like Buffalo, Junction, Indian Church Road, Ebenezer, Spring Brook, Woodards, Jamison Road, and Aurora.

195 FORT WAYNE, JACKSON AND SAGINAW RAILROAD.

H. H. SMITH, Pres. A. H. REESE, Asst. Supt., Jackson, Mich.

Leave. May 10, 1870. Arrive.

Table for 195 with columns for Acc., Acc., Mix, Mils, Stations, and Connections. Includes stations like Jackson, Wilson, Baldwin, Hanover, Mosherville, Jonesville, Bankers, Reading, Clear Lake, State Line, Fremont, and Angola.

1 At Jackson, with Michigan Central and Jackson, Lansing and Saginaw Railroad. 2 At Fremont with Lake Erie and Louisville Railroad.

192 CLEVELAND, MOUNT VERNON AND DELAWARE RAILWAY.

R. C. HURD, Pres., Mt. Vernon, O. G. A. JONES, Supt., Akron, O. E. MIZE, Auditor and Gen. Ticket Agent, Akron, O.

Leave. March 14, 1870. Arrive.

Table for 192 with columns for Mix, Exs., Acc., Mils, Stations, and Connections. Includes stations like Cleveland, Hudson, Cuyahoga Falls, Akron, New Portage, Clinton, Marshville, Orrville, Apple Creek, Fredericksburg, Holmesville, and Millersburg.

1 Trains run on Cleveland and Pittsburg Railway to Hudson.

193 COLUMBUS AND HOCKING VALLEY RAILWAY.

(Open from Columbus to Nelsonville.)

B. E. SMITH, President. M. M. GREENZ, Vice-President. E. A. BUELL, Gen. Freight and Ticket Agent, Columbus, O.

J. W. DOHERTY, Supt. J. J. JANNEY, Secretary & Treas. J. J. JANNEY, Secretary & Treas.

Eastward Bound. Westward Bound.

Table for 193 with columns for Acc., Pas, Mils, Stations, and Connections. Includes stations like Columbus, South Depot, Starch Factory, Edwards', Groveport, Winchester, Carroll, Lancaster, Sugar Grove, Millville, Falls Mills, Logan, Haydensville, Brook C. S., and Nelsonville.

196 IONIA AND LANSING RAILROAD.

HAMPTON RICH, President and Treasurer. E. H. LEAMING, Supt. and Chief Engineer. CHARLES BORLAND, Vice-President. R. J. BRISCOE, Asst. Supt. A. F. BELL, Sec'y and Attorney. J. M. TURNER, Cashier.

Leave. May, 1870. Arrive.

Table for 196 with columns for Exs., Mix, Mils, Stations, and Connections. Includes stations like Lansing, Delta, Daniels, Grand Ledge, Eagle, Danby, Portland, Orange, Lyons, and Ionia.

N. B. Standard of time, Jackson time 15 minutes faster than Chicago.

197 GRAND RAPIDS AND INDIANA RAILROAD.

J. K. EDGERTON, President. J. L. SHAW, Gen. Superintendent. E. P. VINING, Gen. F. & T. Agt. JESSE L. WILLIAMS, Receiver.

Going North. March, 1870. Going South.

Table for 197 with columns for Mix, Pas, Mils, Stations, and Connections. Includes stations like Grand Rapids, D. and M. Junction, North's Mill, Whitney's, Childs' Mill, Rockford, Edgerton, Burch's Mill, Cedar Springs, Lockwood, Sand Lake, Pierson, Wood Lake, Howard, and Morley.

1 Connects with Detroit and Milwaukee and Kalamazoo Div. Lake Shore Michigan Southern Railroads. 2 With stages for Courtland Centre and Greenville. 3 With stages for Croton and Newaygo. 4 With stages for Big Rapids, Grand & Little Traverse, & Mackinaw.

WEST WISCONSIN RAILWAY.

(Operated by Milwaukee and St. Paul Railway.)

S. S. MERRILL, Gen. Manager. A. V. H. Carpenter, Gen. Passenger Agent, Milwaukee, Wis.

Table with columns: Leave, May 9, 1870, Arrive. Includes stations Tomah, Snow's Mills, Warren's Mills, Rudd's Mills, Black River Falls, Wright's, Humbird, Augusta.

1 At Tomah with Milwaukee and St. Paul Railway (La Crosse Div.) 2 At Augusta with Stages for Eau Claire.

206 HASTINGS AND DAKOTA RAILWAY.

W. G. LE DUC, President. E. P. STOWELL, Secretary. S. GARDNER, Treasurer, Hastings, Minnesota.

Trains leave Hastings, on the Mississippi River, for Vermillion, Empire, Farmington and Lakeville 7:30 a.m. and 3:30 p.m., arriving at Farmington, where connection is made with Milwaukee and St. Paul Railroad, 8:30 a.m. and 4:30 p.m., at Lakeville 9:10 a.m. and 5:10 p.m.; returning, leave Lakeville 9:50 a.m. and 5:50 p.m., Farmington 10:30 a.m. and 6:30 p.m., arriving at Hastings 11:30 a.m. and 7:30 p.m. Distance, 30 miles.

207 LAKE SUPERIOR AND MISSISSIPPI RAILROAD.

WILLIAM L. BANNING, President. ROBT. H. LAMBORN, Sec. & Treas., Philadelphia. SAMUEL M. FELTON, Vice-Pres., Philadelphia. GATES A. JOHNSON, Gen. Supt., St. Paul.

Table with columns: Leave, Arrive. Includes stations St. Paul, White Bear, Centreville, Forrest Lake, Wyoming, North Branch, Rnsh City, Pine City, Hinckley.

CONNECTIONS: 1 At St. Paul with the various roads diverging from that point. 2 At White Bear with Stages for Still Water. 3 At Wyoming with Stages for Taylor's Falls. 4 At Hinckley with Stages for Superior and Duluth.

208 ST. PAUL AND PACIFIC RAILWAY.

Geo. L. BECKER, President. H. TROTT, Treasurer. F. R. DELANO, Superintendent. JAS. W. DORAN, Gen. Freight Agt. J. B. RICE, Asst. Supt. J. H. RANDALL, Gen. Ticket Agt. S. S. BREED, Secretary. General Office, St. Paul, Minn.

Table with columns: Leave, MAIN LINE, Arrive. Includes stations St. Paul, St. Anthony, Minneapolis, Wayzata, Long Lake, Maple Plain, Crow River, Waverly, Howard Lake, Smith Lake, Cokato, Dassel, Darwin.

*20 minutes for supper. 1 With Steamer for Excelsior. 2 With Stage for Watertown and Rockford. 3 Stages for Forest City, Greenleaf, etc.

Table with columns: Leave, BRANCH LINE, Arrive. Includes stations St. Paul, St. Anthony, Manomin, Anoka, Itasca, Elk River, Big Lake, Clear Lake, St. Cloud, Sauk Rapids.

1 Connects with Stages for Princeton, Mille Lac, etc. 2 With Stage for Monticello. 3 With Stage for Clear Water. 4 With Stage for Sauk Center, Fort Abercrombie, and Selkirk Settlement. 5 With Stage for Little Falls, Fort Ripley, and Crow Wing.

SOUTHERN MINNESOTA RAILWAY.

EASTERN DIVISION.

Table with columns: Leave, April, 1870, Arrive. Includes stations La Crosse, Grand Crossing, Hokah, Mound Prairie, Houston, Money Creek, Rushford, Peterson, Whalan, Lanesboro.

OFFICERS. T. B. STODDARD, President, La Crosse, Wis. C. W. THOMPSON, Gen. Manager, La Crosse, Wis. C. G. WYCKOFF, Asst. Manager, La Crosse, Wis.

WESTERN DIVISION.

Table with columns: Leave, Arrive. Includes stations Ramsey, Oakland, Albert Lea, Alden, Wells.

J. H. GARDNER, Supt. and Gen. Fgt. & Tkt. Agt., La Crosse, Wis. M. CONANT, Land Commis'r., La Crosse.

1 At La Crosse with trains on the Milwaukee and St. Paul Railroad and Steamers for all points on the Mississippi River. 2 At Hokah with Stages for Brownsville, Caledonia and Freeburg. 3 At Lanesboro' with Stages for Chatfield, Rochester, Preston, Spring Valley, Austin, Ramsey, Brownsdale, and WESTERN DIVISION. 4 At Ramsey with Milwaukee and St. Paul Railroad. 5 At Wells with Stages for Blue Earth City, Winnebago City, Jackson Fairmount, Garden City and Mankato.

210 ST. PAUL AND SIOUX CITY RAILWAY.

E. F. DRAKE, President, St. Paul. H. THOMPSON, Treasurer. J. L. MERRIAM, Vice-President. J. C. BOYDEN, Gen. Fgt. & Tkt. Agt. JOHN F. LINCOLN, Superintendent. G. A. HAMILTON, Sec., St. Paul.

Table with columns: Leave, May, 1870, Arrive. Includes stations St. Paul, Elevator Switch, Mendota Junction, Nicols, Hamilton, Bloomington, Shakopee, Merriam, Davidson, Brentwood, St. Lawrence, Belle Plaine, Blakeley, E. Henderson, Le Sueur, Ottawa, St. Peter, Kasota, Mankato, South Bend, Minneopa, Lake Crystal.

CONNECTIONS. 1 At St. Paul with railroads diverging from that city. 2 At Mendota Junction with Milwaukee and St. Paul Railroad. 3 At Mankato with Stages for points West and Southwest.

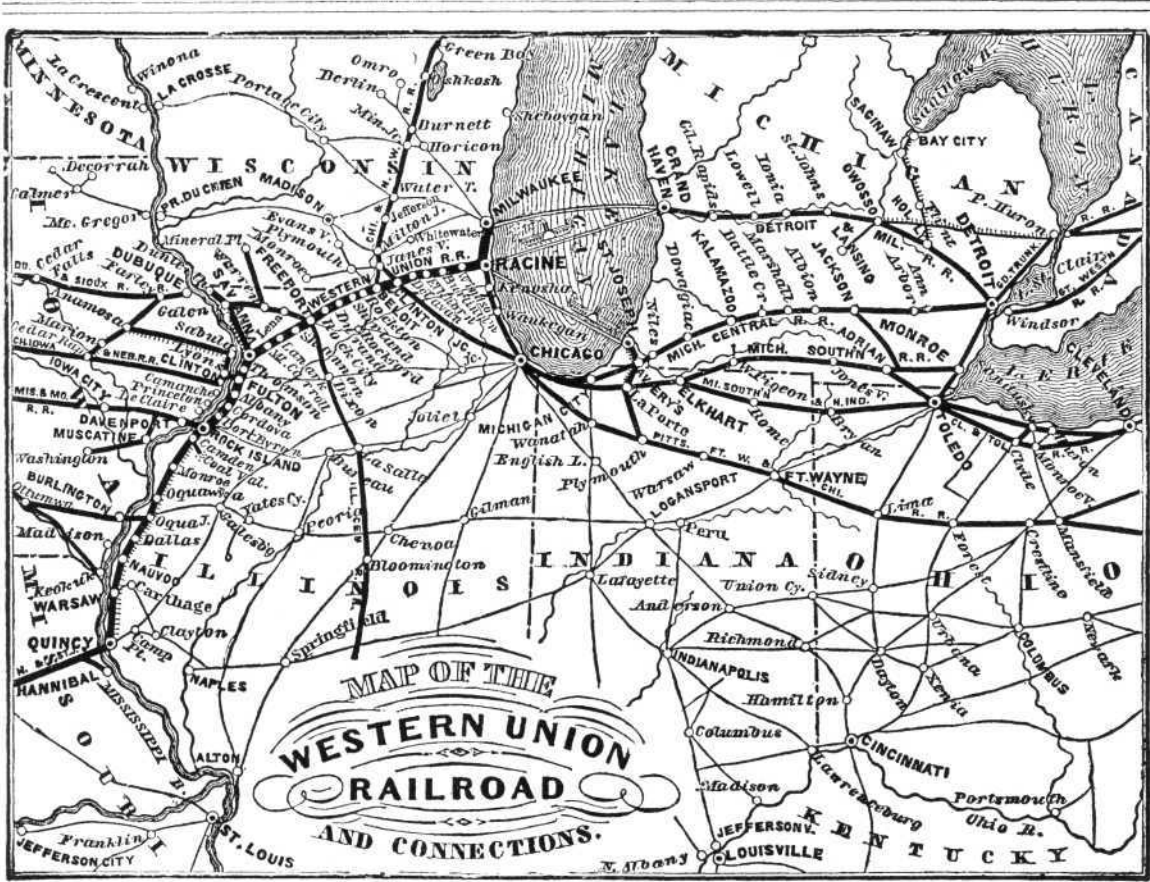
211 WINONA AND ST. PETER RAILROAD.

GEORGE L. DUNLAP, President, Chicago, Ill. J. H. STEWART, Supt. and Purchasing Agent, Winona, Minn. J. A. YOUNG, Vice-President, Chicago, Ill. A. J. MEAD, Gen. Freight and Tkt. Agent, Winona, Minn.

Table with columns: Leave, May 12, 1870, Arrive. Includes stations Winona, Minnesota City, Stockton, Lewiston, Utica, St. Charles, Dover Center, Eyota, Rochester, Byron, Kasson, Dodge Center, Claremont, Havana, Owatonna, Meriden, Waseca, Janesville.

CONNECTIONS. 1 Connects at St. Charles with Stages for Chatfield and Preston. 2 At Owatonna with Milwaukee and St. Paul Railway for Northfield, Faribault, Farmington, Mendota, Minneapolis, St. Anthony, etc., and with Stages for Winnebago City, etc. 3 At Janesville with Stages for Winnebago City, St. Peter, Mankato, Blue Earth City, and Garden City.

N. B.—20 miles saved by this route, between Minneapolis or St. Paul and Milwaukee or Chicago.



212 WESTERN UNION RAILROAD.

ALEX. MITCHELL, President, Milwaukee, Wis. S. S. MERRILL, Vice-President, " D. A. OLIN, Gen. Superintendent, Racine, Wis.	E. F. BARNES, Asst. Superinten't, Racine, Wis. P. TYRRELL, Auditor, " FRED. WILD, Gen. Fgt. and Tkt. Agt., "	D. R. MAY, Secretary and Treasurer, Racine, Wis. C. D. HAVEN, Chief Engineer, "
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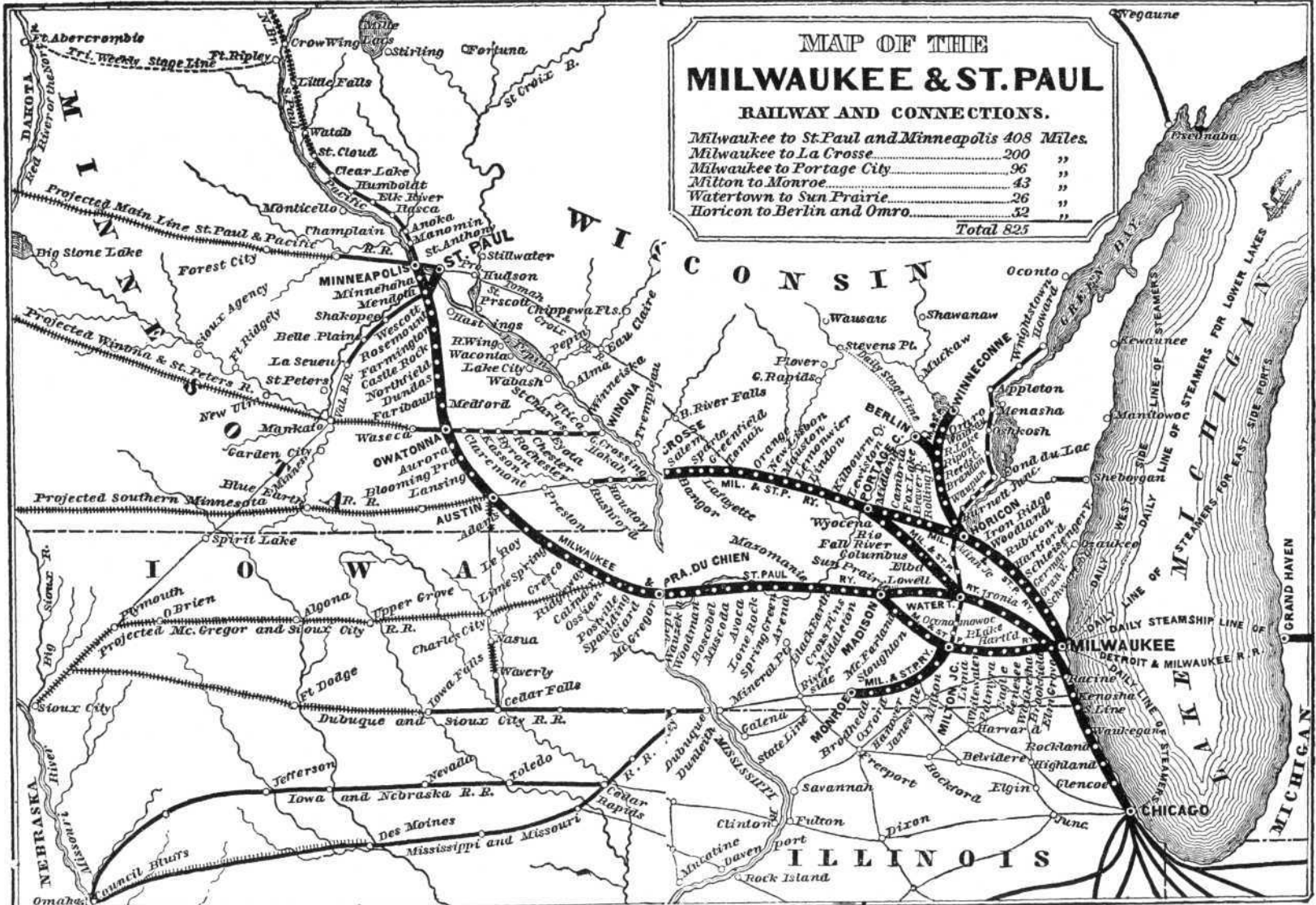
Trains going West.				May 8, 1870.				Trains going East.					
STATIONS.		Mis	Pass'ger	Mixed.	STATIONS.		Frs.	Pass'ger	Mixed.	CONNECTIONS. ¹ At Racine, Wis.—Connects with trains from Chicago and Milwaukee, and boat to Grand Haven—the terminus of the Detroit Railroad; and with boats to Chicago & Milwaukee, and propellers to Detroit, Toledo, Cleveland and Buffalo. ² At Clinton, Wis., with trains from Chicago and Prairie du Chien, La Crosse, Green Bay, Oshkosh, Madison and Janesville. ³ At Freeport, Ill., with trains from Cairo and St. Louis, and Galena, Mineral Point and Dubuque. ⁴ At Fulton, Ill., with trains running across the Mississippi by bridge at Clinton to the Chicago and North-West Railway. ⁵ At Rock Island, Ill., with the Chicago, Rock Island and Pacific Railway. ⁶ At Savanna, a boat runs in connection with the West. Union trains to Dubuque. ⁷ Boats to and from all points on the Mississippi can be taken at any of the following stations on the line: Savanna, Fulton, Albany, Cordova, and Port Byron.			
Racine ¹	2	7 25 A.M.	7 05 P.M.		Rock Island ⁵	8 20 A.M.	3 00 P.M.						
Windsor.....	10	8 02 "	8 00 "		Moline.....	8 31 "	3 16 "						
Union Grove.....	15	8 16 "	8 23 "		R. I. Junction.....	8 45 "	3 50 "						
Kansasville.....	18	8 25 "	8 36 "		Hampton.....	8 55 "	4 05 "						
Dover.....	21	8 35 "	8 50 "		Port Byron.....	9 15 "	4 48 "						
Burlington.....	27	8 51 "	9 15 "		Cordova.....	9 35 "	5 15 "						
Lyons.....	31	9 02 "	9 33 "		Albany.....	10 05 "	6 05 "						
Springfield.....	34	9 10 "	9 50 "		Fulton ⁴	10 30 "	7 00 "						
Elkhorn.....	41	9 30 "	10 22 "		Thomson.....	10 50 "	7 40 "						
Delavan.....	46	9 46 "	10 47 "		Savanna ⁶	11 35 "	8 55 "						
Darien.....	50	9 58 "	11 05 "		Mt. Carroll.....	12 08 P.M.	9 45 "						
Allen's Grove.....	53	10 07 "	11 20 "		Lanark.....	12 30 "	10 17 "						
Clinton ²	59	10 25 "	11 45 "		Shannon.....	12 50 "	10 45 "						
Beloit.....	69	10 53 "	12 25 A.M.		Florence.....	1 13 "	11 15 "						
Rockton.....	72	11 02 "	12 40 A.M.		Freeport ³	1 55 "	12 00 A.M.						
Shirland.....	79	11 21 "	1 05 "		Dakotah.....	2 15 "	12 37 "						
Durand.....	85	11 39 "	1 40 "		Rock City.....	2 25 "	12 55 "						
Davis.....	90	11 51 A.M.	1 58 "		Davis.....	2 33 "	1 10 "						
Rock City.....	93	12 00 N.	2 10 "		Durand.....	2 45 "	1 40 "						
Dakotah.....	96	12 09 P.M.	2 25 "		Shirland.....	3 02 "	2 05 "						
Freeport ³	104	12 50 "	3 10 "		Rockton.....	3 22 "	2 34 "						
Florence.....	112	1 13 "	3 45 "		Beloit.....	3 30 "	2 50 "						
Shannon.....	118	1 31 "	4 10 "		Clinton ²	4 05 "	3 28 "						
Lanark.....	124	1 50 "	4 35 "		Allen's Grove.....	4 21 "	3 50 "						
Mt. Carroll.....	131	2 10 "	5 08 "		Darien.....	4 30 "	4 03 "						
Savanna ⁶	142	2 46 "	6 20 "		Delavan.....	4 42 "	4 30 "						
Thomson.....	152	3 16 "	7 05 "		Elkhorn.....	4 57 "	4 42 "						
Fulton ⁴	159	3 45 "	8 00 "		Springfield.....	5 11 "	5 10 "						
Albany.....	165	4 03 "	8 30 "		Lyons.....	5 25 "	5 22 4						
Cordova.....	175	4 30 "	9 35 "		Burlington.....	5 32 "	5 40 "						
Port Byron.....	180	4 48 "	10 15 "		Dover.....	5 53 "	6 00 "						
Hampton.....	187	5 07 "	10 45 "		Kansasville.....	6 02 "	6 15 "						
R. I. Junction.....	190	5 25 "	11 10 "		Union Grove.....	6 11 "	6 27 "						
Moline.....	194	5 40 "	11 32 "		Windsor.....	6 26 "	6 48 "						
Rock Island ⁵	197	5 50 P.M.	12 50 A.M.		Junction.....	6 50 "	7 40 "						
					Racine ¹	7 00 P.M.	7 55 A.M.						

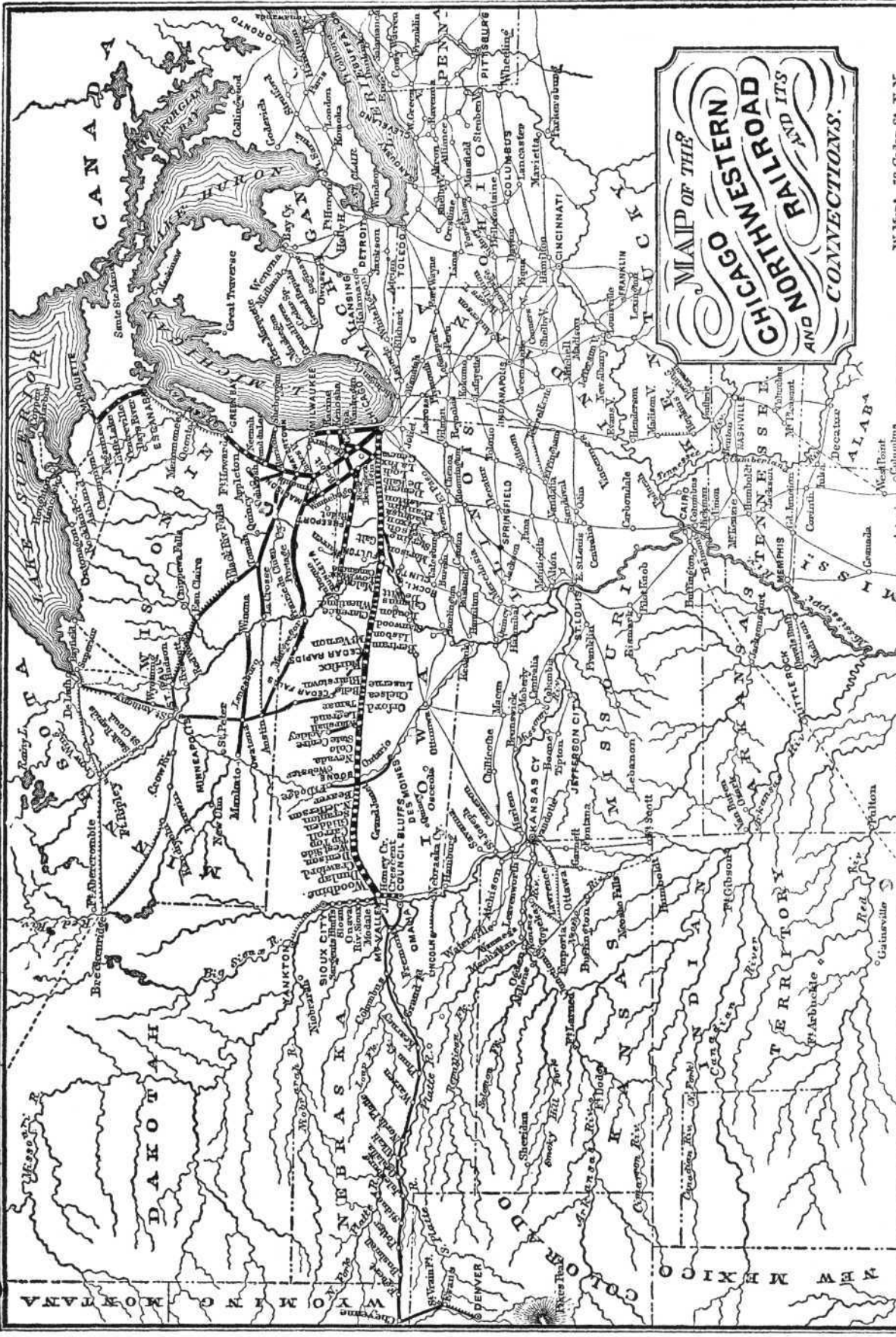
THE WESTERN UNION
IS THE SHORTEST AND CHEAPEST ROUTE
 From all points on the MISSOURI and MISSISSIPPI RAILROAD, ROCK ISLAND, and all points down the MISSISSIPPI RIVER; from the CHICAGO, IOWA and NEBRASKA RAILROAD, and FULTON, Ill., to all points in NORTHERN ILLINOIS, DUBUQUE, NORTHERN IOWA, MINNESOTA and WISCONSIN.

MAP OF THE MILWAUKEE & ST. PAUL

RAILWAY AND CONNECTIONS.

Milwaukee to St. Paul and Minneapolis	408 Miles.
Milwaukee to La Crosse	200 "
Milwaukee to Portage City	96 "
Milton to Monroe	43 "
Watertown to Sun Prairie	26 "
Horicon to Berlin and Omro	52 "
Total 825	





MAP OF THE
CHICAGO
AND NORTHWESTERN
RAILROAD
AND ITS
CONNECTIONS.

CHICAGO AND NORTH-WESTERN RAILWAY.

ALEXANDER MITCHELL, President, Milwaukee. H. R. PIERSON, First Vice-Pres., Chicago, Ill. M. L. SYKES, 2d Vice-Pres., New York. GEO. L. DUNLAP, Gen. Superintendent, Chicago. J. C. GAULT, Asst. Gen. Supt. & Freight Agent.

H. P. STANWOOD, Gen. Ticket Agent, Chicago, Ill. A. THAYER, Jr., Purchasing Agent, " G. T. NUTTER, Gen. Eastern Agent, 229 Broadway, New York.

ARTHUR A. HOBART, Supt. of Wisconsin, Madison & Kenosha Divisions, Chicago, Ill. S. C. BALDWIN, Supt. Peninsula Division, Escanaba, Mich.

WISCONSIN DIVISION.

Table with columns: Trains Leave (Pas, Mail, Mls), May 8, 1879, STATIONS, Trains Arrive (Mls, Exs, Pas, Mail). Includes stations like Chicago, Canfield, Des Plaines, Dunton, Palatine, Barrington, Crystal Lake, Ridgfield, Woodstock, Harvard Junction, Lawrence, Clinton Junction, Shopiere, Janesville, Milton Junction, Fort Atkinson, Jefferson, Johnson's Creek, Watertown, Juneau, Minn Junction, Burnet, Chester, Oakfield, Fond du Lac, Oskosh, Neenah, Appieton, Little Chute, Kaukauna, Wrightstown, De Pere, Fort Howard, Green Bay.

N. B.—A Special train leaves Janesville 8 45 a.m., Harvard Junction to 10 a.m., Crystal Lake to 5 8 a.m., arriving at Chicago 1 00 p.m. The 5 00 p.m. train from Chicago leaves daily, except Sunday; but runs daily between Oshkosh and Fort Howard. The 5 45 p.m. train from Fort Howard leaves that place daily, but on Saturday will not run further than Oshkosh.

- 1 With the various railways diverging. 2 With Madison & Kenosha Div's. 3 With Western Union Railway. 4 With Southern Wisconsin Div. Milwaukee & St. Paul Railway. 5 With Milwaukee & St. Paul R.R., Prairie du Chien Div. 6 With La Crosse and Milwaukee Div. Milwaukee & St. Paul R.R., for Columbus, Portage City, Greenfield and La Crosse. 7 With Northern Div. Milwaukee and St. Paul for Berlin & Omro. 8 With steamer on Wolf River. 9 With steamers for Green Bay, etc

CONNECTIONS.

PENINSULA DIVISION.

Table with columns: Leave Fort Howard at 5 20 a.m., reaching Escanaba at 4 55 p.m., Leave, May, 1879, STATIONS, Arrive. Includes stations like Escanaba, Day's River, Centerville, Little Lake, Negaunee, Marquette.

MADISON DIVISION.

Table with columns: Leave, May, 1879, STATIONS, Arrive. Includes stations like Chicago, Kinzie street, Harvard, Caledonia, Roscoe, Beloit, Afton, Hanover, Footville, Magnolia, Evansville, Oregon, Madison.

KENOSHA DIVISION.

Table with columns: Leave, May, 1879, STATIONS, Arrive. Includes stations like Kenosha, Bristol, Fox River, Genoa, Harvard, Chemung, Capron, Poplar Grove, Caledonia, Argyle, Harlem, Rockford.

N.B.—A train leaves Harvard Junction for West Caledonia at 7 50 p.m., arriving at 8 35 p.m. Leave Caledonia at 1 50 a.m., arriving at Harvard 3 00 a.m.

MILWAUKEE DIVISION.

GEORGE L. DUNLAP, General Superintendent, Chicago, Ill. | C. C. WHEELER, Division Superintendent, Milwaukee, Wis.

Large table with columns: Trains Leave (Pas, Exs, Mail, Mls), May 8, 1879, STATIONS, Trains Arrive (Mls, Pas, Exs, Mail, Mls). Includes stations like Chicago, Belle Plaine, Ravenswood, Rosehill, Calvary, South Evanston, Evanston, North Evanston, Wilmette, Winetka, Glencoe, Highland Park, Lake Forest, Rockland, Waukegan, Benton, State Line, Kenosha, Racine Junction, Racine, County Line, Oak Creek, St. Francis, Milwaukee.

All Branches of the Chicago and North-Western Railway are now in splendid running order, and completely furnished with new and elegant Patent Ventilated Cars, whereby the great annoyance of dust is avoided.

Superior Sleeping Cars are run to Council Bluffs, Dunleith, Prairie du Chien, Fond du Lac and Green Bay.

CHICAGO AND NORTH WESTERN RAILWAY.

GALENA AND IOWA DIVISIONS.

GEORGE L. DUNLAP, General Superintendent, Chicago, Ill. JOHN C. GAULT, Assistant General Superintendent, Chicago, Ill.

EDWARD J. CUYLER, Superintendent Galena Division. ISAAC B. HOWE, Superintendent Iowa Division.

Westward Bound Trains.

Eastward Bound Trains.

May 15, 1870.

Table of Westward Bound Trains. Columns include Stations, Mis, Pas., Exs., and P.M. for various divisions like Chicago, Galena, and Iowa.

Table of Eastward Bound Trains. Columns include Stations, Frs., Pas., Exs., and P.M. for various divisions like Missouri, Iowa, and Galena.

EXTRA TRAINS. Geneva and Elgin Passenger train leaves Chicago 5 30 p.m., arriving at Geneva 7 00 p.m., Elgin 7 20 p.m.; returning, leaves Elgin 6 55 a.m., Geneva 7 15 a.m., arriving at Chicago 8 45 a.m. Junction Passenger train leaves Chicago 5 50 p.m., stopping at all stations, and arriving at Junction 7 30 p.m., returning from Junction 6 30 a.m., arriving at Chicago 8 10 a.m. Lombard Passenger train leaves Chicago daily, except Sundays, at 6 10 p.m., arriving at Lombard 7 10 p.m. Returning, leaves Lombard daily, except Sundays, 5 50 a.m., arriving at Chicago 6 50 a.m.

NOTES ON RUNNING OF TRAINS. The 10 45 a.m. train West from Ch. g., leaves daily, (except Sunday). The 5 00 p. m. train Eastward from Missouri river, will leave daily, (except Saturday). The 11 00 p. m. train Westward from Chicago, and the 4 40 p. m. train Eastward from Dubuque, leave daily, except Saturday. The 4 40 a. m. train from Missouri River will not leave its terminus on Sunday, but will run through from Clinton to Chicago on Sunday a. m., not Monday. All other trains in this schedule daily except Sunday.

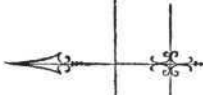
CONNECTIONS. 1 At Chicago with the various railways diverging from there for the East and South. 2 Line to Freeport diverges from that running through to Dixon. 3 At Freeport with Ill. Central R. W. for Duneith. 4 Dubuque and all points on the Iowa Division of Ill. Central Railway; also at Duneith with Steamers on the Mississippi River for St. Paul and intermediate points. N. B.—Through tickets to Prairie du Chien, La Crosse, St. Paul, &c., include rooms and meals on the Steamers. 5 At Dixon with Ill. Central Railway. 6 At Clinton with the Iowa Division. 7 At Cedar Rapids with Dubuque and South Western and Burlington, Cedar Rapids and Minnesota Railroads. 8 At Marshall with Central Railway of Iowa. 9 At Boone, Western Division of the Iowa Division commences. 10 At Grand Junction with Des Moines Valley R. R. 11 At Missouri Valley Junction with the Sioux City and Fremont Branches of the Sioux City and Pacific Railroad. 12 At Missouri River with ferry to Omaha, there connecting with Union Pacific Railroad for Cheyenne, Denver, Salt Lake City, Sacramento, San Francisco and 77 1/2 San Francisco for China and Japan.



MAP
CENTRAL PACIFIC
RAILROAD
of CALIFORNIA and NEVADA
Constructors

Distances from SAN FRANCISCO Altitudes
133 miles to SACRAMENTO 50 feet

230 do.	CISCO	591 do
243 do.	SUMMIT	7043 do
257 do.	TRUCKEE	5668 do
321 do.	WADSWORTH	5071 do
462 do.	WINNEMUCCA	1255 do
568 do.	CARLIN	4930 do
689 do.	TOANO	4639 do
828 do.	PROMONTORY	4943 do
882 do.	OGDEN	4350 do



NEVADA

CALIFORNIA

PACIFIC OCEAN

To Portland Alaska
To China & Japan
To Los Angeles
To San Juan
To Monterey
To Santa Cruz
To New Almaden
To San Jose
To Stockton
To Sacramento
To Colusa
To Marysville
To Woodland
To Yuba
To Marysville
To Colusa
To Marysville
To Woodland
To Yuba

57° Longitude West 46° from Washington
37°
38°
39°
40°
41°
42°
43°
44°
45°
46°
47°
48°
49°
50°
51°
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150°

J. W. MINT. 78 CEDAR ST. N.Y.

216 WESTERN PACIFIC AND CENTRAL PACIFIC RAILROADS.

880 MILES UNDER ONE MANAGEMENT FROM SAN FRANCISCO TO OGDEN,

AND FORMING, IN CONNECTION WITH THE UNION PACIFIC, THE SHORTEST AND MOST DIRECT ROUTE

BETWEEN SAN FRANCISCO OR SACRAMENTO AND ALL EASTERN CITIES

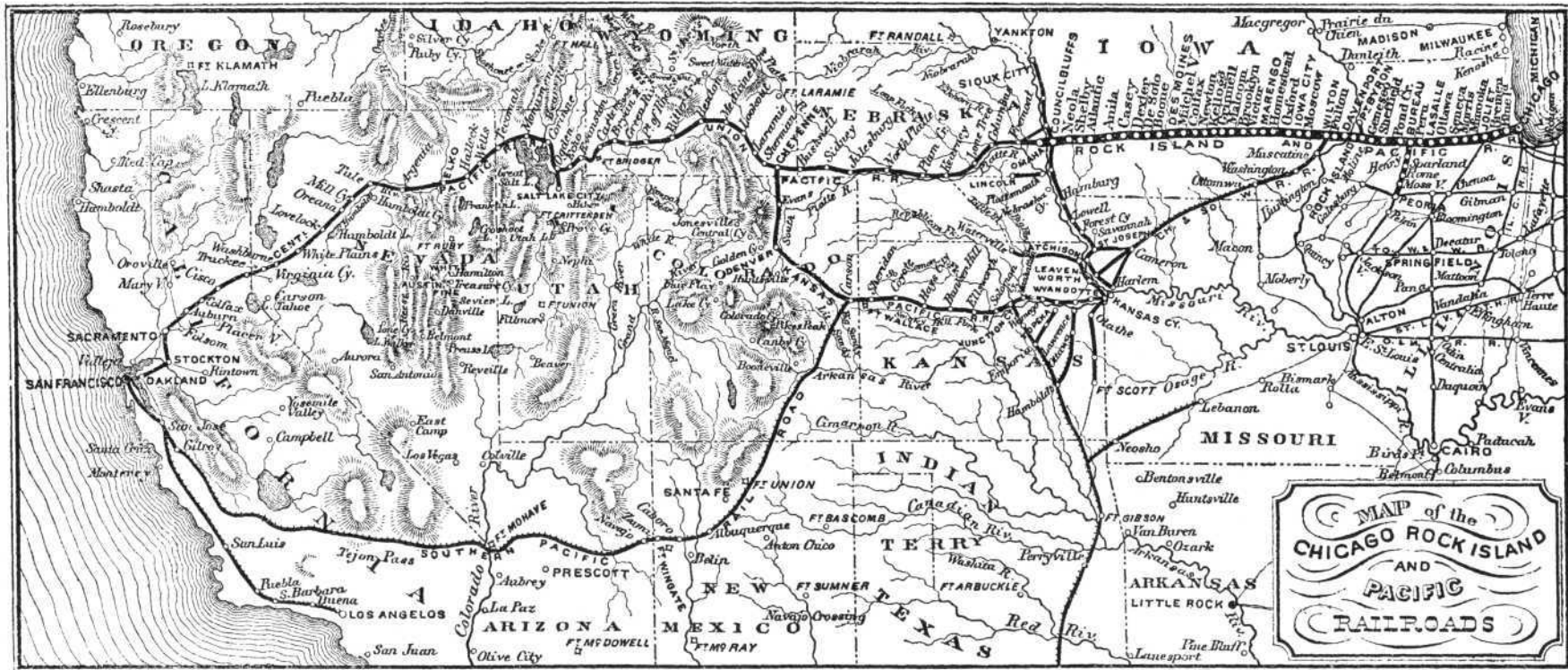
Eastward Bound.				March, 1870.	Westward Bound.						
WESTERN PACIFIC R. R.				CENTRAL PACIFIC R. R.	WESTERN PACIFIC R. R.						
Mis.	Express.	Mixed.			Mis.	Express.	Mixed.				
STATIONS.				STATIONS.				GENERAL OFFICERS.			
Lve. San Francisco	8 00 A.M.	4 00 P.M.		Lve. Ogden	6 00 P.M.	6 05 P.M.		LELAND STANFORD, President,			
» Oakland Wharf	8 30	4 30		» Corinne	7 15	8 15		Sacramento, Cal.			
» San Jose	9 45	4 50		» Promontory	9 05	11 00		C. P. HUNTINGTON, Vice-President,			
» San Jose Junction	9 35	5 45		» Monument	10 05	12 40 A.M.		54 William St., New York.			
» Pleasanton	10 02	6 15		» Kelton	11 00	2 00		CHAS. CROCKER, 2d Vice-President,			
» Midway	11 05	7 25		» Terrace	12 30 A.M.	4 45		Sacramento, Cal.			
» Banta's	11 20	7 50		» Bovine	1 00	...		MARK HOPKINS, Treasurer,			
» San Joaquin Bridge	11 30 A.M.	8 00		» Tecoma	2 05	7 35		E. B. CROCKER, Attorney,			
» Stockton	12 15 P.M.	8 35		» Montello	2 41	8 25		E. H. MILLER, JR., Secretary,			
» Galt	1 00	9 30		» Loray	3 15	9 10		W. H. PORTER, Cashier and Auditor,			
» Elk Grove	1 17	9 55		Arr. Toano	3 50	10 40		Sacramento, Cal.			
» Brighton	1 28	10 18		Lve. Pequoip	4 28	11 20 A.M.		S. S. MONTAGUE, Chief Engineer,			
Arr. Sacramento	2 00 P.M.	10 30 P.M.		» Independence	5 02	12 15 P.M.		B. B. REDDING, Land Commiss'r,			
CENTRAL PACIFIC R. R.				» Moore's	5 22	...		J. R. WATSON, Supply Agent,			
Lve. Sacramento	2 20 P.M.	4 30 A.M.		» Cedar	5 28	...		A. N. TOWNE, Gen. Supt.,			
» Arcade	2 45	5 15		» Wells	5 47	1 25		JNO. CORNING, Asst. Gen. Supt.,			
» Junction	3 35	6 05		» Tulasco	6 10	2 00		E. C. FELLOWS, Sup't Western Pacific,			
» Rocklin	3 50	7 15		» Deeth	6 50	...		San Francisco, Cal.			
» Pino	4 00	...		» Halleck	7 25	4 05		F. W. BOWEN, Superintendent			
» Newcastle	4 20	8 30		» Osino	8 10	5 15		Sacramento and Truckee Division,			
» Auburn	4 40	9 10		» Elko	9 00	6 20		Sacramento, Cal.			
» Colfax	5 50	11 00		» Moleen	9 35	7 35		CHARLES E. GILLET, Supt. Ogden			
Lve. Gold Run	5 55	11 45 A.M.		Arr. Carlin	10 10	9 10		and Humboldt Divisions,			
» Dutch Flat	6 55	1 30		Lve. Palisade	10 25	9 40		Carlin, Nev.			
» Alta	7 07	1 45		» Beowawe	10 53	...		JAMES CAMPBELL,			
» Blue Canon	8 00	2 50		» Shoshone	11 50 A.M.	11 30 P.M.		Supt. Salt Lake Division.			
» Emigrant Gap	8 25	3 35		» Argenta	12 17 P.M.	12 25 A.M.		E. F. PERKINS, Supt. Motive Power			
» Cisco	9 15	4 30		» Battle Mountain	1 10	1 20		and Machinery,			
» Cascade	9 45	...		» Stone House	1 45	2 25		Sacramento, Cal.			
» Summit	10 10	5 55		» Iron Point	2 41	4 00		F. L. VANDENBURGH, Supt. Telegraph,			
Arr. Truckee	11 00	8 00		» Golconda	3 18	...		Sacramento, Cal.			
Lve. Boca	11 25	...		» Tule	3 52	5 55		T. H. GOODMAN,			
» Verdi	11 55 P.M.	8 45		Arr. Winnemucca	4 25	...		Gen. Freight and Passenger Agent,			
» Reno	1 30	11 15		Lve. Rose Creek	4 40	7 45		Sacramento, Cal.			
» Camp 37	1 45	...		» Raspberry Creek	5 26	...		PRINCIPAL OFFICES, Sacramento, Cal.			
» Clark's	2 45	12 45 A.M.		» Mill City	5 55	9 15		and No. 54 William Street, New York.			
Arr. Wadsworth	3 30	6 15 A.M.		Arr. Humboldt	6 10	...					
Lve. Desert	3 35	...		Lve. Rye Patch	7 20	11 20 A.M.					
» Hot Springs	4 00	...		» Oreana	7 54	...					
» White Plains	4 31	8 15		» Lovelock's	8 25	1 15 P.M.					
» Brown's	5 15	9 35		» Brown's	8 57	2 15					
» Lovelocks	5 50	10 45		» White Plains	9 41	3 50					
» Oreana	6 35	12 10 P.M.		» Hot Springs	10 14	4 40					
» Rye Patch	7 30	...		» Desert	10 55	6 00					
Arr. Humboldt	8 00	3 00		Arr. Wadsworth	11 25 P.M.	...					
Lve. Clark's	8 15	3 05		Lve. Clark's	11 50 P.M.	8 00					
» Camp 37	8 50	4 00		Lve. Reno	12 00 HT	8 15 P.M.					
» Raspberry Creek	9 15	4 35		» Reno	12 45 A.M.	9 25					
» Rose Creek	9 45	...		» Boca	1 20	10 35					
Arr. Winnemucca	10 15	7 15		Lve. Verdi	1 45	10 35					
Lve. Tule	10 35	...		» Boca	2 05	11 35					
» Golconda	10 55	...		Lve. Humboldt	2 40	12 50 A.M.					
» Iron Point	11 35	8 40		» Summit	3 34	2 35					
» Stone House	12 10 N	...		Lve. Cascade	4 00	...					
» Battle Mountain	12 35 P.M.	10 32 P.M.		» Cisco	4 20	5 00 A.M.					
» Argenta	1 45	12 15 A.M.		» Blue Canon	5 15	6 20					
» Shoshone	2 20	2 20		» Alta	5 50	...					
» Beowawe	2 51	3 20		» Dutch Flat	6 45	7 55					
» Palisade	4 10	...		» Gold Run	6 50	8 40					
Arr. Carlin	4 50	7 45		» Summit	7 15	9 15					
Lve. Moleen	5 00	8 05		» Beowawe	7 55	10 15					
» Elko	6 02	9 30		» Halleck	8 05	10 28					
» Osino	6 12	10 25		» Deeth	8 15	10 43					
» Halleck	6 26	11 40 A.M.		» Tulasco	8 55	11 55 A.M.					
» Deeth	6 38	...		» Wells	9 20	11 55					
» Tulasco	6 51	2 00 P.M.		Lve. Auburn	10 40	1 45 P.M.					
» Wells	6 58	2 40		» Newcastle	11 00	2 15					
» Cedar	6 64	...		» Pino	11 20	...					
» Moore's	6 66	9 45		» Rocklin	11 38 A.M.	3 50					
» Independence	6 73	4 15		» Junction	12 15 P.M.	4 10					
» Pequoip	6 84	5 20		» Arcade	12 45	5 05					
Arr. Toano	6 94	6 45		Arr. Sacramento	1 10 P.M.	5 45 P.M.					
Lve. Loray	7 03	11 50 P.M.		WESTERN PACIFIC R. R.							
» Montello	7 12	12 20 A.M.		Lve. Sacramento	1 30 P.M.	6 30 A.M.					
» Tecoma	7 22	12 53		» Brighton	1 45	6 42					
» Bovine	7 44	2 05		» Elk Grove	2 08	7 07					
» Terrace	7 50	2 35		» Galt	2 31	7 30					
» Kelton	7 90	3 54		» Stockton	3 20	8 25					
» Monument	8 04	4 37		» San Joaquin Bridge	3 45	8 55					
» Promontory	8 25	5 30		» Banta's	4 02	9 05					
» Corinne	8 56	7 15		» Midway	4 25	9 30					
Arr. Ogden	8 80	8 30 A.M.		» Pleasanton	5 25	10 32					
				» San Jose Junction	5 55	11 00 A.M.					
				» San Leandro	6 50	11 50					
				» Oakland Wharf	7 05	12 10 P.M.					
				Arr. San Francisco	7 30 P.M.	12 40 P.M.					

Notes on Running of Trains.
 The 8 00 a.m. train from San Francisco runs daily.
 Hotel Special Express leaves Wednesdays only 8 00 a.m.
 The 4 00 p.m. train runs from San Francisco to Sacramento daily
 The 6 00 p.m. train from Ogden runs daily.
 Hotel Express, westward bound, will leave Ogden only on Saturday.
 The 6 30 a.m. train from Sacramento to San Francisco will run daily, Sundays excepted.

Silver Palace Coaches.
 Second to none in the World,
 run daily from Sacramento to New York and other intermediate points.

1. Sacramento and Marysville Trains.
 Leave Sacramento 6 10 a.m. and 2 10 p.m., arriving at Marysville 10 30 a.m. and 4 10 p.m.; leave Marysville 10 40 a.m. and 1 00 p.m., arriving at Sacramento 1 00 p.m. and 5 35 p.m.

2. Sacramento Valley Railroad.
 A train leaves Sacramento for Brighton, Salsbury, Alder Creek, Folsom, White Rock, Latrobe, Dugan's and Shingle Springs 6 40 a.m., arriving at Shingle Springs 9 40 a.m.; leaves Shingle Springs 11 10 a.m., arriving at Sacramento 2 05 p.m.



GREAT OVERLAND ROUTE

VIA

Chicago, Rock Island & Pacific Rail Road

FROM OCEAN TO OCEAN!

GREAT CENTRAL SHORT LINE BETWEEN CHICAGO AND OMAHA,

PASSING THROUGH DES MOINES, THE CAPITAL OF IOWA.

PURCHASE THROUGH TICKETS via ROCK ISLAND ROUTE.

A. M. SMITH, General Passenger Agent,

HUGH RIDDLE, General Superintendent.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

GENERAL OFFICERS.

JOHN F. TRACY, President, HUGH RIDDLE, Gen. Superintendent, P. A. HALL, Assistant General Supt., W. G. PURDY, Cashier, F. A. SHERMAN, Auditor,	Chicago, Ill. Chicago, Ill. Chicago, Ill. Chicago, Ill. Chicago, Ill.	A. M. SMITH, General Passenger Agent, E. St. JOHN, Gen. Ticket Agent, L. VIELE, General Freight Agent, E. H. JOHNSON, Chief Engineer,	Chicago, Ill. Chicago, Ill. Chicago, Ill. Chicago, Ill.	A. KIMBALL, Asst. Supt. Iowa Division, (East), Davenport, Ia. H. F. ROYCE, Asst. Supt. Iowa Division (West), Council Bluffs, Ia. ALLEN MAUVEL, Purchasing Agent, Chicago, Ill. JOHN T. SANDFORD, New York Agent, 257 Broadway, N. Y.
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Time Schedule in effect May 8, 1870.

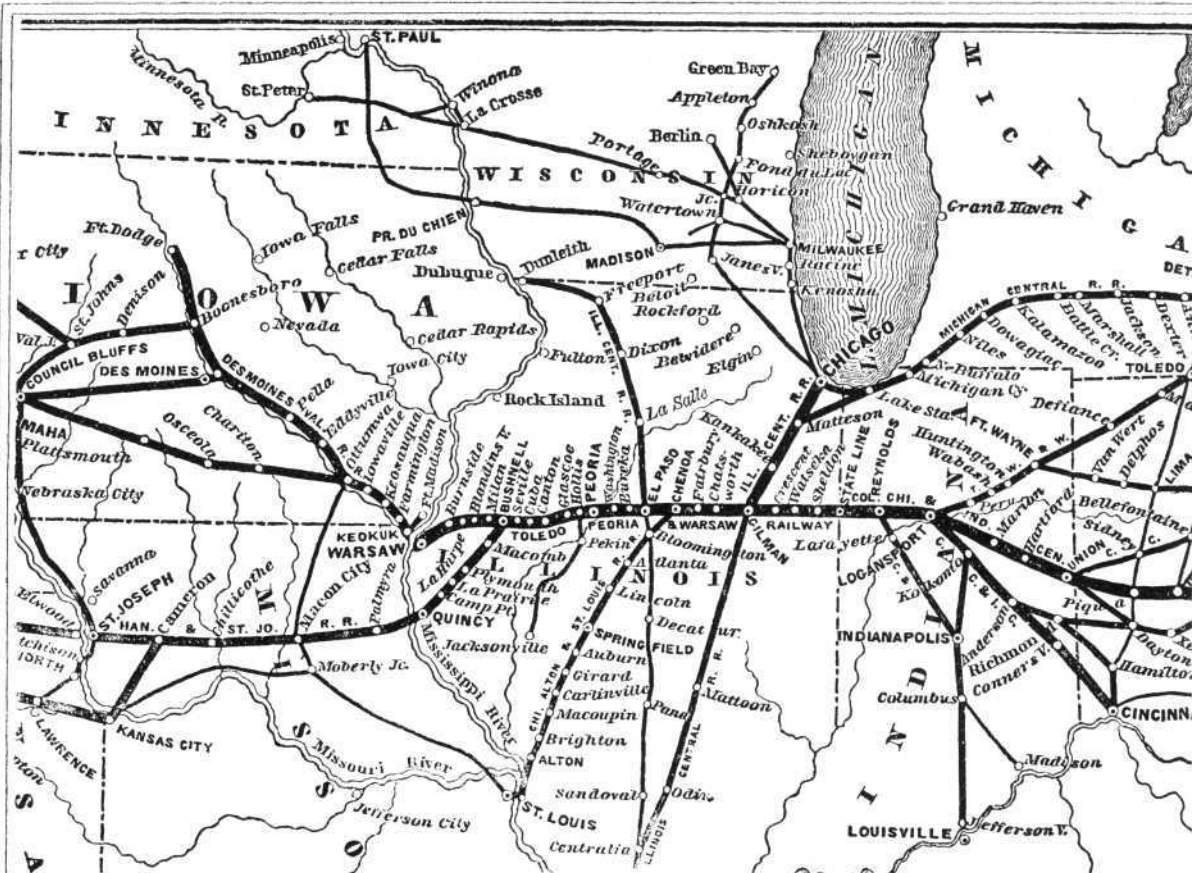
Trains going West.				Trains going East.				CONNECTIONS.		
Illinois Division.	Mls	Pacific Express except Sunday	Peru Accom'n except Sunday	Pacific Express except Saturday	Iowa Div.—West.	Fares.	Pacific Express except Sunday		Accom'n except Sunday	Pacific Express except Saturday
Lve. Chicago ¹		10 00 A.M.	5 00 P.M.	10 00 P.M.	Lve. Missouri River		5 50 A.M.		4 50 P.M.	1 With Railways diverging from Chicago, and Steamers on Lake Michigan. 2 At Englewood with Lake Shore and Mich. Southern, and Pittsburg, Fort Wayne and Chicago Railways. 3 At Joliet with Chicago and Alton Railroad, and Joliet Branch Michigan Central Railroad. 4 At La Salle with Illinois Central Railroad and steamers to St. Louis. 5 At Bureau with Branch to Peoria. 6 At Peoria with Peoria, Pekin and Jacksonville Railroad; Steamers on the Illinois Riv., and Toledo, Peoria and Warsaw Railway. 7 At Pond Creek with Chicago, Burlington and Quincy Railroad. 8 At Rock Island with Western Union RR, and Bridge over the Mississippi River, connecting Illinois with Iowa Division, also with Steamers on the Mississippi River. 9 At Wilton with Branch for Muscatine, Washington, &c. 10 At Des Moines with Des Moines Valley Railroad. 11 At Council Bluffs and Omaha with Missouri River Steamers for Benton and all upper Missouri River trading posts, also with Union Pacific Railroad for Cheyenne, Denver, Central City, Santa Fe, New Mexico, Ogden, Salt Lake and all mining districts, and all points in Upper and Lower California, and with ocean steamers for all points on the Pacific coast.
" Englewood ²	7	10 25 "	5 25 "	10 25 "	" Council Bluffs ¹¹		6 00 "	12 15 P.M.	5 00 "	
" Blue Island	16	10 51 "	5 50 "	10 48 "	" Neola		6 50 "	1 35 "	"	
" Bremen	24	11 12 "	6 11 "	"	" Shelby		7 24 "	2 25 "	"	
" Mokena	30	11 27 "	6 28 "	"	" Avoca		8 10 "	3 15 "	*7 00 "	
" Joliet ³	40	11 57 A.M.	6 52 "	11 45 P.M.	" Atlantic		9 03 "	4 25 "	7 50 "	
" Minooka	51	12 26 P.M.	7 25 "	12 10 A.M.	" Anita		9 40 "	5 15 "	"	
" Morris	61	12 55 "	7 54 "	12 36 "	" Adair		10 62 "	5 45 "	"	
" Seneca	71	1 20 "	8 20 "	"	" Casey		10 25 "	6 15 "	9 12 "	
" Marseilles	76	1 31 "	8 33 "	"	" Dexter		11 10 "	7 25 "	"	
" Ottawa	84	1 50 "	8 55 "	1 30 "	" De Soto		11 45 "	8 16 "	10 32 "	
" Utica	94	2 13 "	9 20 "	1 53 "	" Boone		12 04 P.M.	8 45 "	"	
" La Salle ⁴	99	2 25 "	9 35 "	2 05 "	" Des Moines ¹⁰		12 50 "	9 45 P.M.	11 35 P.M.	
" Peru	100	2 37 "	9 45 P.M.	2 15 "	Iowa Div.—East.					
" Bureau ⁵	114	3 15 "	ARRIVE.	3 00 "	Lve. Mitchellville		1 40 "			
" Henry	128	4 15 "		3 43 "	" Colfax		1 55 "			
" Sparland	135	4 33 "		4 05 "	" Newton		2 30 "		1 02 A.M.	
" Chillicothe	143	4 55 "		4 30 "	" Kellogg		2 58 "			
" Peoria ⁶	161	5 45 ARR.		5 30 ARR.	" Grinnell		3 32 "		1 56 "	
" Tiskilwa	122	4 00 "		3 21 A.M.	" Malcom		4 00 "			
" Pond Creek ⁷	128	4 13 "		"	" Brooklyn		4 35 "		2 35 "	
" Sheffield	136	4 32 "		3 54 "	" Victor		4 48 "			
" Annawan	146	4 51 "		"	" Marengo		5 22 "		3 30 "	
" Atkinson	152	5 03 "		"	" Homestead		5 50 "			
" Geneseo	159	5 20 "		4 45 "	" Oxford		6 03 "			
" Colona	170	5 45 "		5 15 "	" Iowa City		6 42 "		4 50 "	
" Moline	179	6 12 "		5 37 "	" Downey		7 08 "			
" Rock Island ⁸	182	6 20 P.M.		5 50 "	" West Liberty		7 24 "		5 25 "	
Iowa Div.—East.					" Atalissa		7 37 "			
Lve. Davenport	183	*7 00 P.M.		6 30 A.M.	" Moscow		7 50 "			
" Walcott	195	7 36 "		7 10 "	" Wash'gton	Oscalosa Div. Brch.	5 30 P.M.			
" Fulton	199	"		7 22 "	" Ainsworth		5 52 "			
" Wilton ⁹	208	8 10 "		7 46 "	" Fredonia		6 20 "			
" Muscatine	220	8 55 P.M.		8 40 "	" Ononwa		6 40 "			
" Ononwa	233	"		9 20 "	" Muscatine		7 20 "		5 10 lve	
" Fredonia	239	"		9 40 "	" Wilton ⁹		8 10 "		5 58 "	
" Ainsworth	250	"		10 15 "	" Fulton		8 33 "			
" Wash'gton	257	"		10 35 "	" Walcott		8 45 "		6 27 "	
" Moscow	211	8 22 "		7 55 A.M.	" Davenport		*9 45 "		7 20 "	
" Atalissa	216	"		8 10 "	Illinois Division.					
" West Liberty	221	8 47 "		8 24 "	Lve. Rock Island ⁸		10 00 "		7 30 "	
" Downey	227	"		8 40 "	" Moline		10 08 "		7 38 "	
" Iowa City	237	9 25 "		9 06 "	" Colona		10 31 "		8 07 "	
" Oxford	252	"		9 47 "	" Geneseo		10 58 "		8 38 "	
" Homestead	257	"		10 02 "	" Atkinson		"		8 54 "	
" Marengo	267	10 40 "		10 30 "	" Annawan		"		9 07 "	
" Victor	279	11 12 "		11 04 "	" Sheffield		11 52 P.M.		9 28 "	
" Brooklyn	287	11 32 P.M.		11 45 A.M.	" Pond Creek ⁷		"		9 50 "	
" Malcom	293	"		12 00 NO'N	" Tiskilwa		12 25 A.M.		10 05 "	
" Grinnell	302	12 10 A.M.		12 25 P.M.	" Peoria ⁶	Peoria Branch	10 30 P.M.		8 10 A.M.	
" Kellogg	313	"		1 00 "	" Chillicothe		11 20 "		9 03 "	
" Newton	322	1 02 "		1 23 "	" Sparland		11 43 P.M.		9 26 "	
" Colfax	334	1 30 "		1 55 "	" Henry		12 02 A.M.		9 46 "	
" Mitchellville	340	"		2 12 "	" Bureau ⁵		1 00 "	LEAVE.	10 40 "	
Iowa Div.—West.				Accom'n	" Peru		1 30 "	5 00 A.M.	11 15 "	
Lve. Des Moines ¹⁰	357	2 30 "	7 00 A.M.	3 00 "	" La Salle ⁴		1 40 "	5 10 "	11 25 "	
" Boone	372	"	7 58 "	3 44 "	" Utica		1 53 "	5 24 "	11 38 A.M.	
" De Soto	379	3 28 "	8 30 "	4 03 "	" Ottawa		2 16 "	5 50 "	12 00 NO'N	
" Dexter	392	"	9 17 "	4 23 "	" Marseilles		"	6 12 "	12 18 P.M.	
" Casey	408	4 43 "	10 25 "	5 25 "	" Seneca		2 48 "	6 26 "	12 30 "	
" Adair	415	"	10 55 "	5 45 "	" Morris		3 13 "	6 55 "	12 55 "	
" Anita	422	"	11 25 "	6 04 "	" Minooka		3 40 "	7 20 "	1 20 "	
" Atlantic	436	6 00 "	12 20 P.M.	6 43 "	" Joliet ³		4 07 "	8 00 "	1 46 "	
" Avoca	455	7 00 "	1 50 "	*7 50 "	" Mokena		"	8 23 "	2 13 "	
" Shelby	463	7 24 "	2 25 "	8 12 "	" Bremen		"	8 43 "	2 22 "	
" Neola	474	"	3 20 "	8 40 "	" Blue Island		5 10 "	9 04 "	2 47 "	
" Council Bluffs ¹¹	490	8 50 "	4 55 P.M.	9 40 "	" Englewood ²		5 35 "	9 25 "	3 10 "	
" Missouri River	493	9 00 A.M.	ARRIVE.	9 50 P.M.	" Chicago ¹		6 00 A.M.	9 50 A.M.	3 35 P.M.	

STANDARD OF TIME.

The Clock in the Superintendent's Office at CHICAGO will be taken as the standard time of the Road.

* Supper. † Dinner. ‡ Breakfast.

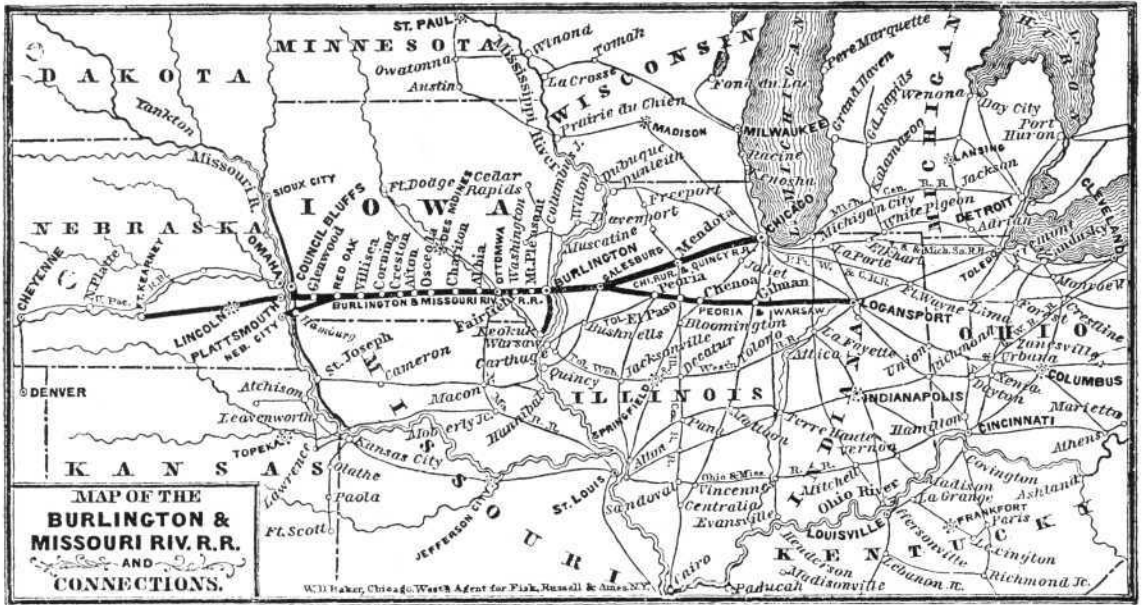
THE SHORT AND RELIABLE ROUTE
 For TRAVELERS
 Between the Atlantic and Pacific,
 Via CHICAGO, and the CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.



218 TOLEDO, PEORIA AND WARSAW RAILWAY.

ZENO SECOR, President, New York. D. K. SMITH, Asst. Supt. Peoria, Ill. W. E. DORWIN, Asst. Supt., Warsaw, Ill.
 W. H. CRUGER, Vice President and Gen. Supt., Peoria, Ill. W. E. MAIN, Gen. Freight and Ticket Agent, Peoria, Ill. E. I. BURRITT, Gen. Eastern Agent, 526 Broadway, New York.
 THEODORE HIGBIE, Sec. and Treas., " GEO. L. WALKER, Train Dispatcher, "

Westward Bound Trains.				Eastward Bound Trains.				April 3, 1870.	
STATIONS.	Mls	Express.	Mail.	STATIONS.	Mls	Express.	Mail.	CONNECTIONS.	
State Line ¹	0	11 40 P.M.	12 00 N	Warsaw ⁷	0	4 25 P.M.	6 25 A.M.	¹ At State Line with Pittsburg, Cincinnati and St. Louis Railway, for Columbus, Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia, New York, and all Eastern Cities.	
Sheldon.....	2	11 45 "	12 05 P.M.	East Keokuk.....	5	5 00 "	7 00 "	² At Gilman with Chicago Branch of Illinois Central Railroad, for Chicago and routes North and East via Chicago.	
Watska.....	11	12 10 A.M.	12 30 "	Elvaston.....	11	5 22 "	7 20 "	³ At Chenoa with Chicago and Alton Railroad.	
Crescent City.....	19	12 35 "	12 50 "	McCall.....	16	5 38 "	7 32 "	⁴ At El Paso with Illinois Central Railroad (Main Line.) N. B.—Illinois Central Freight trains run from El Paso to Gilman over this Line.	
Gilman ²	25	1 00 "	1 10 "	Ferris.....	17	5 45 "	7 37 "	⁵ A Peoria with Peoria, Pekin and Jacksonville Railroad; also with train on the Chicago, Burlington and Quincy Railroad for Galesburg, and thence to Burlington, connecting with Burlington and Missouri River Railroad for Omaha and all points on the Union Pacific Railroad.	
Brenton.....	35	1 24 "	1 34 "	Burnside.....	22	5 59 "	7 48 "	⁶ At Bushnell crossing of the Chicago, Burlington and Quincy Railroad (Main Line.)	
Chatsworth.....	41	1 39 "	1 50 "	La Crosse.....	27	6 15 "	8 03 "	⁷ At Warsaw with Ferry to Keokuk, and at Keokuk with Des Moines Valley Railroad for Ottumwa, Eddyville, Des Moines, &c.	
Forrest.....	46	1 55 "	2 05 "	La Harpe.....	32	6 29 "	8 16 "		
Fairbury.....	52	2 10 "	2 35 "	Blandinsville.....	38	6 45 "	8 31 "		
Weston.....	58	2 27 "	2 55 "	Clarksville.....	44	7 00 "	8 46 "		
Chenoa ³	63	2 42 "	3 15 "	Milan.....	48	7 11 "	8 57 "		
Gridley.....	71	3 06 "	3 40 "	Bushnell ⁶	56	7 34 "	9 19 "		
El Paso ⁴	78	3 30 "	4 05 "	New Philadelphia.....	61	7 47 "	9 32 "		
Secor.....	85	3 50 "	4 24 "	Seville.....	69	8 11 "	9 56 "		
Eureka.....	92	4 15 "	4 44 "	Smithfield.....	73	8 24 "	10 08 "		
Cruger.....	94	4 22 "	4 52 "	Cuba.....	78	8 38 "	10 21 "		
Washington.....	99	4 40 "	5 10 "	Civer.....	81	8 52 "	10 32 "		
Hilton.....	109	5 05 "	5 30 "	Canton.....	88	9 25 "	10 44 "		
Peoria ⁵	111	5 25 "	5 50 "	Rawalts.....	90	9 31 "	10 50 "		
Hollis.....	119	5 50 "	6 15 "	Glascow.....	93	9 58 "	11 19 "		
Mapleton.....	122	6 02 "	6 27 "	Mapleton.....	105	10 12 "	11 35 "		
Glascow.....	134	6 15 "	6 42 "	Hollis.....	108	10 25 "	11 45 A.M.		
Rawalts.....	137	6 40 "	7 11 "	Peoria ⁵	116	11 00 "	12 20 P.M.		
Canton.....	139	7 05 "	7 40 "	Hilton.....	118	11 08 "	12 25 "		
Civer.....	144	7 18 "	7 52 "	Washington.....	128	11 20 "	12 45 "		
Cuba.....	149	7 32 "	8 07 "	Cruger.....	133	11 45 "	1 00 "		
Smithfield.....	154	7 45 "	8 24 "	Eureka.....	135	11 54 P.M.	1 08 "		
Seville.....	157	7 57 "	8 37 "	Secor.....	142	12 16 A.M.	1 30 "		
New Philadelphia.....	166	8 23 "	9 00 "	El Paso ⁴	149	12 38 "	1 40 "		
Bushnell ⁶	171	8 35 "	9 13 "	Gridley.....	156	1 02 "	2 10 "		
Milan.....	179	8 57 "	9 30 "	Chenoa ³	164	1 27 "	2 40 "		
Clarksville.....	183	9 09 "	9 47 "	Weston.....	169	1 47 "	2 55 "		
Blandinsville.....	189	9 24 "	10 02 "	Fairbury.....	175	2 10 "	3 30 "		
La Harpe.....	195	9 39 "	10 18 "	Forrest.....	181	2 25 "	3 47 "		
La Crosse.....	200	9 52 "	10 32 "	Chatsworth.....	186	2 40 "	4 02 "		
Burnside.....	205	10 09 "	10 48 "	Brenton.....	192	2 55 "	4 16 "		
Ferris.....	210	10 24 "	11 02 "	Gilman ²	202	3 20 "	4 40 "		
McCall.....	211	10 31 "	11 09 "	Crescent City.....	208	3 40 "	5 05 "		
Elvaston.....	216	10 40 "	11 25 "	Watska.....	216	4 08 "	5 25 "		
East Keokuk.....	222	11 19 "	11 57 P.M.	Sheldon.....	225	4 35 "	5 55 "		
Warsaw ⁷	227	11 44 A.M.	12 22 N ^{HT}	State Line ¹	227	4 40 A.M.	6 00 P.M.		



219 BURLINGTON AND MISSOURI RIVER RAILROAD.

J. W. BROOKS, President, Boston, Mass. S. H. MALLORY, Asst. Supt., Creston, Iowa. A. E. TOUZALIN, Gen. Tkt Agt, Burlington Ia.
 C. E. PERKINS, Gen. Supt., Burlington, Iowa. D. BRADLEY, Asst. Supt., Burlington, Iowa. J. W. AMES, Purchasing Agent, Burlington, Ia.
 H. THIELSEN, Chief Engineer, " G. C. MORTON, Gen. Freight Agent, " F. B. JAMES, Treasurer, Burlington, Ia.

Westward.			March 13, 1870.			Eastward.		
STATIONS.	Mls		STATIONS.	Frs.		STATIONS.	Frs.	
Lve. Chicago	0	10 00 A.M.	Lve. Omaha	4 45 P.M.	4 30 A.M.	Lve. Chicago	0	10 00 A.M.
" Mendota	84	1 15 P.M.	" Missouri River	5 00 "	4 45 "	" Council Bluffs	84	1 15 P.M.
" Galesburg	163	4 00 "	" Council Junction	5 27 "	5 00 "	" Pacific Junction	163	4 00 "
" Peoria	206	1 15 "	" Nebraska City	3 20 "	5 44 "	" Burlington	206	1 15 "
Arr. Burlington	206	6 00 "	" Plattsmouth	5 40 "	5 40 "	Arr. Burlington	206	6 00 "
Lve. Burlington	206	6 15 P.M.	" Pacific Junction	6 10 "	5 50 A.M.	Lve. Burlington	206	6 15 P.M.
" Middletown	215	6 43 "	" Glenwood	6 22 "	6 03 "	" Middletown	215	6 43 "
" Danville	219	6 55 "	" Loudon	6 37 "	6 19 "	" Danville	219	6 55 "
" New London	225	7 13 "	" Milton	6 50 "	6 35 "	" New London	225	7 13 "
" Mt. Pleasant	234	7 41 "	" Red Oak	7 50 "	7 39 "	" Mt. Pleasant	234	7 41 "
" Rome	241	8 02 "	" Villisca	8 37 "	8 29 "	" Rome	241	8 02 "
" Glendale	248	8 20 "	" Corning	8 50 "	9 14 "	" Glendale	248	8 20 "
" Fairfield	256	8 48 "	" Creston	10 25 "	10 40 "	" Fairfield	256	8 48 "
" Whitfield	261	8 59 "	" Afton	10 54 P.M.	11 12 "	" Whitfield	261	8 59 "
" Batavia	268	9 24 "	" Osceola	12 00 N.H.T.	12 29 P.M.	" Batavia	268	9 24 "
" Ottumwa	281	10 15 P.M.	" Lucas	1 15 A.M.	1 27 "	" Ottumwa	281	10 15 P.M.
Arr. Des Moines	367	9 10 A.M.	" Chariton	1 15 A.M.	1 53 "	Arr. Des Moines	367	9 10 A.M.
Lve. Chillicothe	289	11 37 P.M.	" Melrose	2 48 "	3 32 "	Lve. Chillicothe	289	11 37 P.M.
" Albia	306	11 37 P.M.	" Tyronne	3 03 "	3 44 "	" Albia	306	11 37 P.M.
" Tyrone	314	11 37 P.M.	" Afton	2 48 "	3 32 "	" Tyrone	314	11 37 P.M.
" Melrose	320	11 37 P.M.	Arr. Chillicothe	2 48 "	3 32 "	" Melrose	320	11 37 P.M.
" Cnarrton	336	1 15 A.M.	Lve. Des Moines	7 10 P.M.	8 25 A.M.	" Cnarrton	336	1 15 A.M.
" Lucas	344	1 15 A.M.	" Ottumwa	4 10 A.M.	5 10 P.M.	" Lucas	344	1 15 A.M.
" Osceola	362	2 27 "	" Batavia	4 50 "	5 51 "	" Osceola	362	2 27 "
" Afton	386	3 33 "	" Whitfield	4 50 "	5 51 "	" Afton	386	3 33 "
" Creston	396	4 06 "	" Fairfield	5 27 "	6 30 "	" Creston	396	4 06 "
" Corning	417	5 09 "	" Glendale	5 27 "	6 56 "	" Corning	417	5 09 "
" Villisca	431	5 54 "	" Rome	6 13 "	7 18 "	" Villisca	431	5 54 "
" Red Oak	447	6 40 "	" Mt. Pleasant	6 34 "	7 41 "	" Red Oak	447	6 40 "
" Milton	467	7 40 "	" New London	7 02 "	8 06 "	" Milton	467	7 40 "
" London	472	7 40 "	" Danville	7 20 "	8 23 "	" London	472	7 40 "
" Glenwood	477	8 20 "	" Middletown	7 32 "	8 34 "	" Glenwood	477	8 20 "
Arr. Pacific Junction	481	8 35 "	Lve. Burlington	8 00 "	9 00 "	Arr. Pacific Junction	481	8 35 "
" Plattsmouth	485	9 00 "	Lve. Burlington	8 15 "	9 05 "	" Plattsmouth	485	9 00 "
Arr. Nebraska City	485	11 22 "	Arr. Peoria	12 15 P.M.		Arr. Nebraska City	485	11 22 "
Lve. Pacific Junction	481	8 35 "	" Galesburg	9 50 A.M.	11 05 P.M.	Lve. Pacific Junction	481	8 35 "
Arr. Council Bluffs	497	9 27 "	" Mendota	12 40 P.M.	2 54 A.M.	Arr. Council Bluffs	497	9 27 "
" Missouri River	500	9 50 "	" Omaha	4 00 P.M.	7 00 A.M.	" Missouri River	500	9 50 "
" Omaha	500	10 05 A.M.				" Omaha	500	10 05 A.M.

CONNECTIONS.

- Connects at Burlington with Chicago, Burlington and Quincy, Burlington, Cedar Rapids and Keokuk R'lways; also with packets on Mississippi River.
 - At Ottumwa with Des Moines Valley Railway, for Eddyville, Oskaloosa and Des Moines.
 - At Plattsmouth with Burlington and Missouri River Railway, in Nebraska.
 - At Pacific Junction with St. Joseph and Council Bluffs Railway.
 - At Council Bluffs with all lines from there.
 - At Omaha with Union Pacific Railroad, for Cheyenne, Denver, Laramie, Ogden, Salt Lake City, Sacramento and San Francisco.
- N. B.—The Union Pacific forms, in connection with the Central Pacific Railroad and the Pacific Mail Line of steamers from San Francisco, the shortest and most agreeable route to China and Japan.

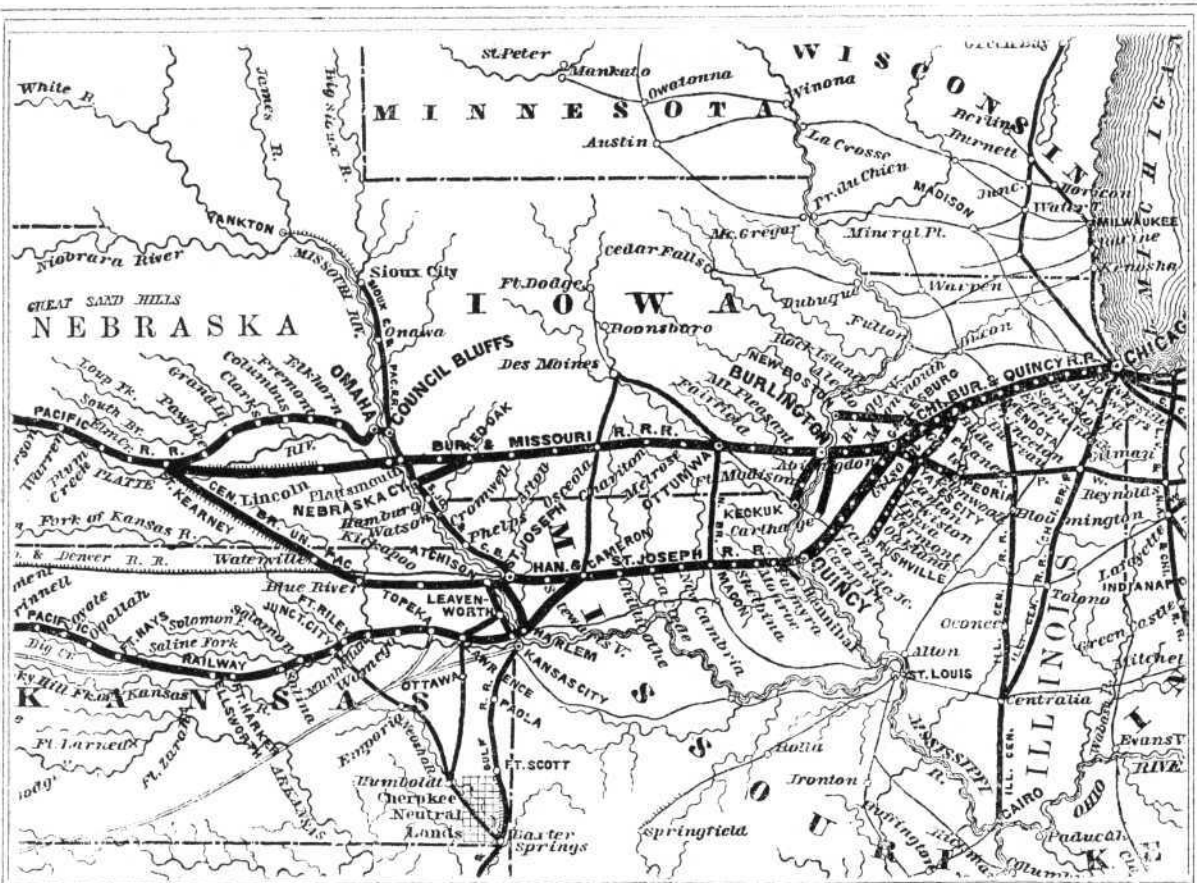
IOWA LANDS. NEBRASKA LANDS.

THE BURLINGTON AND MISSOURI RIVER RAILROAD GRANT OF LANDS CONSISTING OF OVER

300,000 ACRES,

Situated in the Most Fertile and Beautiful Counties of Southern Iowa, will be placed in the market in the Spring of 1870.—The whole of these Lands will be sold at very reasonable rates and on long time payments, at low rates of interest, to actual settlers only. Application be made to

GEORGE S. HARRIS, Land Commissioner, Burlington, Iowa.



220 BUDA AND RUSHVILLE TRAINS.

From Buda.				Towards Buda.			
STATIONS.	Mls.	Pas.		STATIONS.	Mls.	Pas.	
		B	B			B	B
Lve. Buda.....	0	A. M.	P. M.	Lve. Rushville.....	0	A. M.	P. M.
" Lombard.....	5	5:35	3:15	" Oakland.....	8	5:30	8:15
" Bradford.....	7	6:05	3:45	" Vermont.....	15	5:55	8:40
" Castleton.....	11	6:18	4:00	" Ipava.....	22	6:38	9:22
" Wyoming.....	15	6:36	4:20	" Lewiston.....	32	7:10	10:00
" Duncan.....	20	6:55	4:38	" Bryant.....	38	7:27	10:22
" Brimfield.....	27	7:21	5:05	" Canton.....	46	7:52	10:50
" Elmwood.....	38	8:08	5:50	" Norris.....	51	8:07	11:08
" Yarmouth.....	45	8:50	6:40	" Farmington.....	57	8:25	11:31
" Yates City.....	47	9:09	6:50	" Yates City.....	57	8:42	11:50
" Farmington.....	53	9:18	7:10	" Elmwood.....	65	9:10	12:00
" Norris.....	59	9:37	7:35	" Brimfield.....	72	9:30	12:21
" Canton.....	64	9:53	7:55	" Duncan.....	83	10:05	1:00
" Bryant.....	72	10:17	8:24	" Wyoming.....	90	10:26	1:22
" Lewiston.....	78	10:35	8:45	" Castleton.....	95	10:42	1:38
" Ipava.....	88	11:06	9:22	" Bradford.....	99	10:56	1:55
" Vermont.....	95	11:29	9:45	" Lombard.....	103	11:06	2:05
" Oakland.....	102	11:50	10:07	Arr. Buda.....	110	11:30	2:30
Arr. Rushville.....	110	12:15	10:30			A. M.	A. M.

CARTHAGE AND BURLINGTON TRAINS.

From Burlington.				To Burlington.			
STATIONS.	Mls.	Pas.		STATIONS.	Mls.	Pas.	
		B	B			B	B
Lve. Burlington.....	0	P. M.	P. M.	Lve. Carthage.....	0	P. M.	P. M.
" Carthage Jun.....	1	7:30		" Ferris.....	4	3:42	
" Shokokon.....	6	7:38		" Hutchinson.....	8	3:55	
" Lomax.....	10	8:08		" Johnson's.....	11	4:04	
" Dallas.....	16	8:28		" Dallas.....	16	4:20	
" Johnson's.....	21	8:44		" Lomax.....	22	4:40	
" Hutchinson.....	24	8:55		" Shokokon.....	26	4:55	
" Ferris.....	28	9:06		" Carthage Jun.....	31	5:12	
Arr. Carthage.....	32	9:20		Arr. Burlington.....	32	5:20	

BURLINGTON AND KEOKUK TRAINS.

ROBERT HARRIS, General Superintendent. SAMUEL POWELL, General Ticket Agent, Chicago, Ill.
 E. R. WADSWORTH, Gen. Freight Agent. L. CARPER, Asst. Superintendent, Burlington, Iowa.

GALVA AND NEW BOSTON TRAINS.

From Galva.			To Galva.		
STATIONS.	Mls.	Mail	STATIONS.	Mls.	Mail
		B			B
Lve. Galva.....	0	P. M.	Lve. New Boston.....	0	A. M.
" Nekoma.....	8	4:27	" Joy.....	7	8:24
" Woodhull.....	14	4:50	" Aledo.....	14	8:45
" N. Windsor.....	21	5:15	" Viola.....	23	9:13
" Viola.....	28	5:40	" N. Windsor.....	30	9:35
" Aledo.....	37	6:05	" Woodhull.....	37	9:57
" Joy.....	44	6:26	" Nekoma.....	43	10:20
Arr. New Boston.....	51	6:45	Arr. Galva.....	51	10:45

From Burlington.

STATIONS.	Mls.	Pas.		STATIONS.	Mls.	Pas.	
		B	B			B	B
Lve. Burlington.....	0	A. M.	P. M.	Lve. Keokuk.....	0	A. M.	P. M.
" Keokuk Sw.....	1	10:25	11:30	" Sandusky.....	5	4:15	7:40
" Wever.....	11	11:08	12:05	" Ballinger's.....	6	4:30	8:00
" Fort Madison.....	19	11:38	12:30	" Nashville.....	8	4:40	8:10
" Painter Creek.....	26	12:03	12:55	" Montrose.....	12	4:52	8:23
" Montrose.....	31	12:22	1:11	" Painter Creek.....	17	5:10	8:45
" Nashville.....	35	12:35	1:22	" Fort Madison.....	24	5:35	9:14
" Ballinger's.....	37	12:40	1:27	" Wever.....	32	5:58	9:45
" Sandusky.....	38	12:45	1:32	" Keokuk Sw.....	42		
Arr. Keokuk.....	43	1:00	1:50	Arr. Burlington.....	43	6:35	10:30

1 Connects with all Railroads diverging from Chicago.
 2 With Batavia and Galena Junction Trains.
 3 With Main Line of Illinois Central Railroad.
 4 With Chicago, Rock Island and Pacific Railroad.
 5 With Branch from Buda to Rushville and Lewiston, via Yates City.
 6 With Galva and New Boston Branch.
 7 With Branches to Burlington and Peoria.
 8 With Burlington and Missouri River R.R. for Ottumwa, Des Moines, Nebraska City, Omaha, Sacramento, San Francisco and all points on the Pacific Coast.
 9 With Toledo, Peoria and Warsaw Railway.

10 With Toledo, Wabash and Western Railway.
 11 With Hannibal and St. Joseph R. R. for St. Joseph, there connecting with St. Joseph and Council Bluffs R. R. for Council Bluffs, Omaha and all points on the Union Pacific R. R.; also with the Missouri Valley R. R. for Atchison, Leavenworth, &c.; with the Hannibal and St. Joseph R. R. (Cameron Branch) for Kansas City, and all points in Kansas, New Mexico, and Arizona; also with Missouri River, Fort Scott and Gulf R. R. for Fort Scott, &c.
 12 At Galesburg with Peoria Branch.
 13 At Yates City with trains to Lewiston, Rushville, &c.
 14 At Peoria with Toledo, Peoria and Warsaw Railroad.

SHORT AIR LINE ROUTE.

Chicago
10
Bloomington
Springfield,
Alton,
St. Louis,
Kansas City,
Leavenworth
St. Joseph,
Atchison,
Lawrence,
Topeka,
Memphis,
Mobile,
New Orleans



Boston,
New York,
Philadelphia,
Washington,
Baltimore,
Harrisburg,
Buffalo,
Niagara Falls
Pittsburg,
Cleveland,
Toledo,
Detroit,
Chicago,
TO
St. Louis.

This Old-Established and Popular Route,

THE SHORTEST LINE BETWEEN ST. LOUIS AND CHICAGO, WITHOUT CHANGE OF CARS,

Presents unusual inducements to the Traveling Public, from its fast time and UNEQUALLED passenger equipment. PULLMAN'S PALACE SLEEPING CARS are run on every night train; and one of the popular RESTAURANT CARS, "TREMONT," "DELMONICO," or "SOUTHERN," is run at the hours of meals in each passenger train, affording to travelers the opportunity of enjoying at leisure refreshments fully equal in every respect to what may be obtained at the well-known places of resort after which the cars are named.

The Lightning Express Trains, east and west, over this line, run in ELEVEN hours, connecting closely with trains to and from the east at Chicago, and at St. Louis with trains on the North Missouri and Pacific Railways.

TIME BETWEEN ST. LOUIS AND NEW YORK, **47** HOURS.

CORRESPONDING FAST TIME TO AND FROM ALL OTHER EASTERN CITIES.

FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.

Through Tickets can be obtained at all the principal ticket offices in the United States and Canadas. Passengers should see that their tickets read via Chicago and Alton Road, the only direct route between St. Louis and Chicago.

CHICAGO AND ALTON RAILROAD.

(INCLUDING MAIN LINE, JACKSONVILLE DIVISION AND WESTERN DIVISION.)

T. B. BLACKSTONE, President, Chicago, Ill.
W. M. LARRABEE, Sec. and Treas., "
J. C. McMULLIN, Gen. Supt., "
O. VAUGHAN, Assist. Supt. and Train Master, Bloomington, Ill.

W. C. VAN HORN, Div. Supt., East St. Louis.
C. M. MORSE, Div. Supt., Jacksonville, Ill.
A. NEWMAN, Gen. Ticket Agent, Chicago.
J. SMITH, Gen. Freight Agent, Chicago, Ill.
J. A. JACKMAN, Master Mechanic.

R. RENIFF, Mst. Car Builder, Bloomington, Ill.
A. V. HARTWELL, Purchasing Agent, Chicago, Ill.
S. H. INGMAN, Eastern Passenger Agent, 273 Broadway, N. Y.

Southward Bound Trains. April 10, 1870. Northward Bound Trains.

Main table with columns for Frs., Stations, Mils, Mail, Exs., Acc. for Southward and Northward bound trains, including Western Division and Jacksonville Division.

WESTERN DIVISION. An Accommodation train leaves Dwight for Nevada, Blackstone, Smithdale, Streator, Bradford, Garfield and Wenona 1 40 p.m., arriving at Wenona 4 30 p.m.; leaves Wenona for Dwight and intermediate stations 5 30 a.m., arriving at Dwight 8 10 a.m., and connecting with train reaching Chicago 12 45 p.m. (Distance from Dwight to Wenona 35 miles.)

NOTES ON RUNNING OF TRAINS.

Lightning Express south, leaves Chicago daily, except Saturday and Sunday 11 00 p.m.; on Monday morning this train will run from Bloomington to St. Louis.

Lightning Express north, leaves St. Louis daily, except Saturday, 7 15 p.m.

Night Express south, leaves Chicago daily 7 05 p.m. On Saturday this train only runs from Chicago to Bloomington.

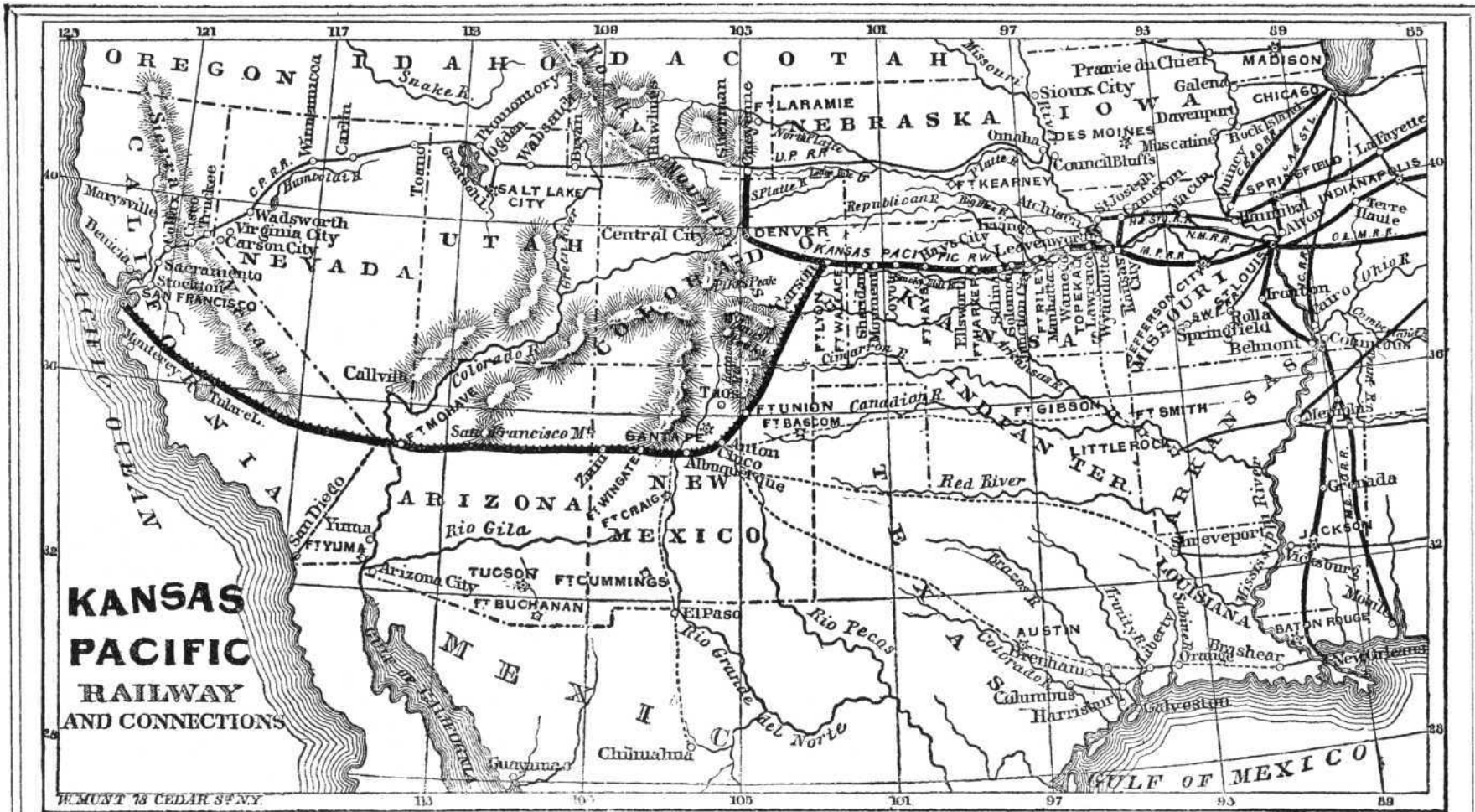
Night Express north leaves St. Louis daily, except Sunday, 4 30 p.m. for Bloomington; leaves Bloomington for Chicago every morning, except Monday.

Other trains on Main Line run daily, except Sunday.

The 6 35 p.m. train from Godfrey, on Jacksonville Division, will lay over at Jacksonville Saturday night, resuming its trip 9 35 p.m. Sunday evening for Bloomington. The 1 05 a.m. train from Bloomington leaves daily, except Monday. This train remains at Jacksonville over Sunday, resuming its trip westward 5 40 a.m. Monday. Other trains on Jacksonville Division daily, except Sunday.

CONNECTIONS.

- 1 At Chicago with the various lines diverging.
2 At Joliet with Chicago, Rock Island and Pacific Railway.
3 At Dwight with Western Division.
4 At Chenoa with Toledo, Peoria and Warsaw Railway.
5 At Normal with main line Illinois Central Railway.
6 At Bloomington with Jacksonville Division.
7 At Jacksonville with Toledo, Wabash and Western Railway.
8 At Godfrey Jacksonville Division connects with main line for Alton, St. Louis, &c.
9 Main line crosses Toledo, Wabash, and Western Railway.
10 At St. Louis with Pacific, North Missouri, and South Pacific Railroads; also, with St. Louis and Iron Mountain Railroad, and Steamboats of the Memphis and St. Louis Packet Company.



SMOKY HILL ROUTE.

KANSAS PACIFIC RAILWAY,

THE SHORT, SAFE AND COMFORTABLE ROUTE TO THE PRINCIPAL POINTS AND GOLD AND SILVER MINES OF COLORADO, NEW MEXICO, ARIZONA, &c.

THIS Railway is completed to Carson, Colorado, a distance of nearly 500 miles west of Kansas City and Leavenworth. Two Passenger trains leave Kansas City and Leavenworth daily, except Sunday, on arrival of Express trains of Missouri Pacific, North Missouri, and Hannibal and St. Joseph Railroads, for Lawrence, Topeka, Wamego, Manhattan, Junction City, Abilene, Salina, Brookville, Hays and Carson. Connecting at Carson with Overland Concord Coaches for Denver, Central City, Georgetown, Pueblo, Fort Union, Santa Fe, and all points in Colorado, New Mexico, Arizona, and the Northern States of Old Mexico.

Special Notice to Shippers of Freight.

The Railway Bridges over the Mississippi River at Quincy, and over the Missouri River at Kansas City, being completed, and with the large Transfer Boats now in use at St. Louis and St. Charles, freight in full car loads for all points on the Kansas Pacific Railway are run through from all points in the East without breaking bulk, saving delay and injury to freight by transfers.

The following Forwarding and Commission Houses (located at Carson) have Overland Freight Lines running to all points in Colorado, New Mexico, Arizona, and the Northern States of Old Mexico, viz.: W. H. Chick & Co.; Otero, Sellers & Co., and Webster, Musick & Co.

Shippers to Colorado, Arizona, New or Old Mexico will save time and money by shipping their freight by this route.

R. B. CEMMELL,
Gen. Freight and Ticket Agent.

A. ANDERSON,
Gen. Superintendent.

KANSAS PACIFIC RAILWAY.

JOHN D. PERRY, President, St. Louis.
A. MEIER, Vice-President, " "
CARLOS S. GREELY, Treasurer, " "
S. T. SMITH, Auditor, " "

C. B. LAMBORN, Secretary, St. Louis,
A. ANDERSON, Gen. Supt. Lawrence, Kan.
E. D. MEIER, Supt. Machinery, Wyandotte.
Geo. NOBLE, Supt. Kaw Valley Division.

R. B. GEMMELL, Gen. Freight & Ticket Agent, Lawrence, Kan.
B. MARSH, Supt. Smoky Hill Division, Brookville.

Westward.

April 3, 1870.

Eastward.

STATIONS.				STATIONS.			
Mls.	Mail	Exs.	Acc.	Mls.	Mail	Exs.	Acc.
Lve. Wyandotte Junction.....	13	15	55	43	00		
" W. Kansas City ¹	0	9	15	9	40	3	25
" State Line ²	0	9	25	10	00	4	00
" Armstrong.....	1	9	30	10	05	4	10
" Muncy.....	7	9	45	10	25	5	20
" Secondine.....	9	9	50	10	30	5	30
" Edwardsville.....	13	10	05	10	40	5	35
" Tiblow.....	16	10	15	10	50	6	13
" Lenape.....	22	10	33	11	07	6	45
" Stranger.....	27	10	47	11	20	7	10
" Fall Leaf.....	31	11	00	11	35	7	35
" L. & L. Junction.....	36	11	20	11	50	8	05
		A. M.	P. M.			P. M.	
Lve. Leavenworth ³	0	9	10	8	20		
" Leav. Junction.....	4	9	27	8	40		
" Penitentiary.....	5	9	32	8	45		
" Fairmount.....	10	9	49	9	10		
" Big Stranger.....	16	10	09	9	35		
" Moore's Summit.....	19	10	19	9	50		
" Tonganoxie.....	21	10	27	10	00		
" Reno.....	26	10	42	10	25		
" L. & L. Junction.....	31	11	02	10	50		
		A. M.	P. M.			P. M.	
Lve. Lawrence ⁴	38	11	25	11	55	8	45
" Buck Creek.....	45	11	48	12	15	9	40
" Williamsville.....	48	11	56	12	24	10	00
" Perryville.....	51	12	05	12	33	10	20
" Medina.....	52	12	10	12	38	10	30
" Newman.....	55	12	18	12	45	10	45
" Grantville.....	60	12	35	13	00	11	05
" Topeka ⁵	67	1	15	13	10	11	40
" Silver Lake.....	77	1	48	15	50	P. M.	
" Rossville.....	83	2	02	2	05		
" St. Mary's.....	90	2	22	2	25		
" Wamego.....	104	3	05	3	05		
" St. George.....	110	3	30	3	25		
" Manhattan.....	118	3	55	3	48		
" Ogden.....	129	4	25	4	20		
" Fort Riley.....	135	4	42	4	37		
" Junction City ⁶	138	4	50	4	45		
" Chapman's Creek.....	150	5	25	5	18		
" Detroit.....	157	5	43	5	35		
" Abilene.....	162	6	00	5	50		
" Solomon.....	171	6	25	6	10		
" Salina.....	185	7	03	7	15		
" Bavaria.....	194	7	25	7	35		
Arr. Brookville.....	200	7	45	7	55		
		P. M.		P. M.			
" Rock Spring.....	205	8	08	8	08		
" Elm Creek.....	210	8	23	8	23		
" Fort Harker.....	218	8	45	8	45		
" Ellsworth.....	223	9	02	9	02		
" Black Wolf.....	230	9	18	9	18		
" Wilson Creek.....	239	9	43	9	43		
" Bunker Hill.....	252	10	20	10	20		
" Fossil.....	264	10	52	10	52		
" Walker.....	274	11	20	11	20		
" Hays.....	288	12	06	12	06		
" Ellis.....	302	12	40	12	40		
" Ogallah.....	312	13	05	13	05		
" Park's Fort.....	322	13	50	13	50		
" Coyote.....	340	14	24	14	24		
" Buffalo.....	352	15	35	15	35		
" Grinnell.....	364	16	50	16	50		
" Carlyle.....	376	17	43	17	43		
" Monument.....	386	18	23	18	23		
" Gopher.....	398	19	52	19	52		
Arr. Sheridan.....	405	20	54	20	54		
		P. M.		P. M.			
Lve. Pond Creek.....	422	21	50	21	50		
" Eagle Tail.....	429	22	08	22	08		
" Spur Track.....	437	23	75	23	75		
" Arrapahoe.....	452	25	25	25	25		
" Cheyenne Wells.....	462	26	55	26	55		
" First View.....	472	27	30	27	30		
Arr. Kit Carson ⁷	487	28	15	28	15		
		P. M.		P. M.			

KANSAS PACIFIC RAILWAY.

GREAT SMOKY HILL ROUTE.

OPEN THROUGH KANSAS TO CARSON, COLORADO,

NEARLY 800 MILES WEST OF THE MISSISSIPPI RIVER,

In connection with Missouri Pacific, North Missouri, and Hannibal and St. Joseph Railroads, forms

The Most Available Passenger and Freight Route to

LAWRENCE, TOPEKA, WAMEGO, MANHATTAN, JUNCTION CITY, SALINA, BROOKVILLE, HARKER, HAYS, and Carson, Colorado,

Where close connections are made with Splendid Concord Coaches, for all points in COLORADO, NEW MEXICO, And the Western Territories.

HUGHES & CO.'S

FOUR HORSE PASSENGER EXPRESS and Mail Coaches

Leave Carson DAILY, for DENVER, CENTRAL CITY, GEORGETOWN, &c.

Southern Overland Passenger Express and Mail Coaches leave Carson DAILY, for TRINIDAD, PUEBLO, FORT UNION, SANTA FE, &c.

FARE ALWAYS AS LOW, AND CONVENIENCE AS AMPLE, AS BY ANY OTHER ROUTE.

TIME—Kansas City to Denver, less than Fifty Hours.

Through Tickets can be obtained at all the principal Ticket Offices in the United States and Canadas.

PULLMAN'S SLEEPING CARS ACCOMPANY THROUGH NIGHT EXPRESS TRAINS.

Be careful to ask for Tickets via Kansas Pacific Railway—"Smoky Hill Route."

CONNECTIONS.

- 1 With the Hannibal and St. Joseph, and North Missouri Railroads, for Chicago and St. Louis.
- 2 With the Pacific Railway of Missouri, for St. Louis.
- 3 With Packets for all points on the Missouri River, and with the Missouri Valley Railway for Atchison, St. Joseph, and points East via St. Joseph.
- 4 With the Leavenworth, Lawrence and Galveston Railway, for Ottawa, Garnett, Humboldt, Fort Scott and all points in Southern Kansas.
- 5 With the Atchison, Topeka and Santa Fe Railroad, for Burlingame and Emporia.
- 6 With the Missouri, Kansas and Texas Railroad, for Council Grove, Emporia, Burlington, Iola, and Southwestern Kansas.
- 7 At Carson with the Southern Overland Mail and Express Company's daily line of Coaches for Pueblo, Trinidad, Los Vegas, Santa Fe, Fort Union, and all points in New Mexico and Arizona.
- 8 At Western Terminus with Hughes' daily line of Overland Passenger and Express Coaches for Denver, Central City, Georgetown, and all points in Colorado, Montana, Utah, Idaho and California.

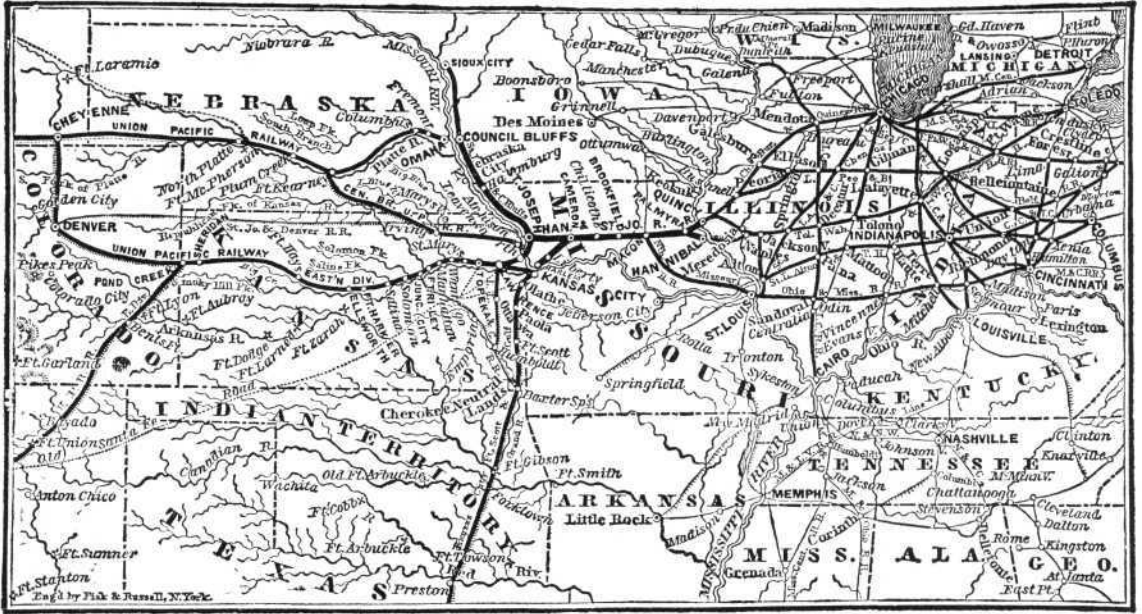
5,000,000 Acres of Choice Farming Lands for Sale, situated along the Line of the Kansas Pacific Railway. Price, \$2 to \$6 per Acre.

For particulars address—

JNO. P. DEVEREUX, Land Commiss'r, Lawrence, Kansas.

A. ANDERSON, General Supt.
R. B. GEMMELL, Gen. Freight & Ticket Agent.

Map of the Hannibal and St. Joseph Railway and Connections.



PASSENGERS GOING WEST TO
Missouri, Kansas, Nebraska, Colorado or New Mexico,
SHOULD BUY TICKETS via SHORT ROUTE,
HANNIBAL & ST. JOSEPH RAILROAD LINE,

THREE DAILY

EXPRESS



TRAINS

Run from QUINCY over the magnificent NEW IRON BRIDGE
 ACROSS THE MISSISSIPPI TO

St. Joseph & Kansas City without change of Cars

CONNECTIONS.

- AT KANSAS CITY,** with Kansas Pacific Railway, for LAWRENCE, OTTAWA, TOPEKA, FORT RILEY, JUNCTION CITY, FORT HAYS, SHERIDAN, Etc.
- AT KANSAS CITY,** with Kansas City, Fort Scott, and Gulf Railroad, for FORT SCOTT, CHEROKEE NEUTRAL LANDS, BAXTER SPRINGS, FORT GIBSON, GALVESTON, Etc.
- AT ST. JOSEPH,** direct to ATCHISON, WESTON and LEAVENWORTH.
- AT ST. JOSEPH,** with St. Joseph & Council Bluffs R.R., ALL RAIL, from St. Joseph to Neb. City, Council Bluffs & Omaha.
- AT OMAHA,** with Union Pacific Railroad, for FORT KEARNEY, CHEYENNE, LARAMIE, OGDEN, PROMONTORY, SACRAMENTO, SAN FRANCISCO, and all Cities on the Pacific Slope.
- AT COUNCIL BLUFFS,** for SIOUX CITY, all Rail.

By this Line Passengers have choice of Overland Routes, either via Smoky Hill or Platte Routes to Denver, Central City, Salt Lake, Sacramento, California, and all points in the Mining Regions.

DAILY OVERLAND COACHES, via Smoky Hill Route, leave SHERIDAN (end of Kan. Pac. R. R.) for SANTA FE and NEW MEXICO.

Through Tickets for sale at all Ticket Offices.

P. B. GROAT, General Ticket Agent.

G. H. NETTLETON, General Superintendent.

FOR TIME CARD SEE OPPOSITE PAGE.

HANNIBAL AND ST. JOSEPH RAILROAD.

THE BEST SHORT ROUTE TO

ST. JOSEPH, KANSAS CITY, ATCHISON, LEAVENWORTH, LAWRENCE, TOPEKA, NEBRASKA CITY, COUNCIL BLUFFS, OMAHA, SIOUX CITY, SANTA FE, DENVER, SALT LAKE CITY, SACRAMENTO, ETC.

AMES CRAIG, President, St. Joseph, Mo. P. B. GROAT, Gen. Ticket Ag't, Hannibal, Mo. S. BALL, Master of Trans., Brookfield, Mo. JOHN H. LATHROP, Treasurer, Hannibal, Mo. H. H. COURTRIGHT Gen. Freight Agent, Hannibal, Mo. EDW'D WILDER, Land Comm'r, Hannibal, Mo. GEO. H. NETTLETON, Gen. Supt., " L. V. MORSE, Asst. Supt., Hannibal, Mo. H. M. LEE, Gen. Eastern Agent, 247 Broadway, New York. L. W. TOWNE, Asst. Supt., "

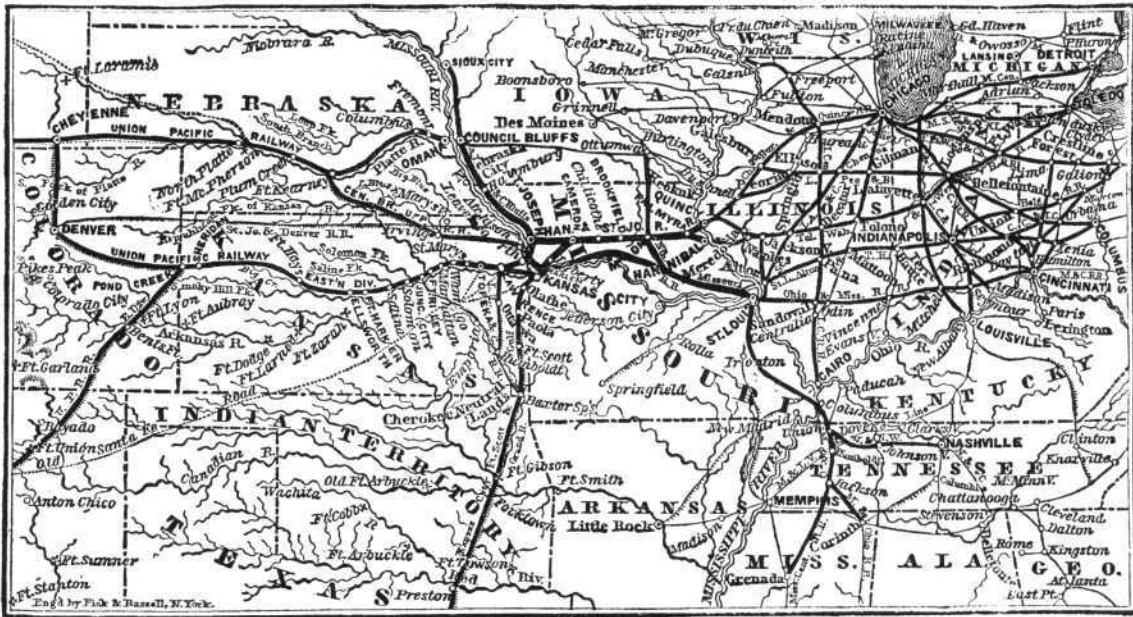
Table with columns: Westward Bound Trains, May, 1870, Eastward Bound Trains, CONNECTIONS. Includes stations like Chicago, Toledo, Quincy, West Quincy, North River, Palmyra Junction, Hannibal, Barkley, Palmyra Junction, Lve. Palmyra Junction, Monroe, Hunnewell, Lakenan, Shelbyna, Clarence, Beverly, Carbon, Macon, Bevier, Callao, New Cambria, Bucklin, St. Catherine, Brookfield, Laclade, Meadville, Wheeling, Chillicothe, Utica, Mooresville, Breckenridge, Hamilton, Kidder, Cameron Junction, Arr. Cameron Junction, Lve. Cameron Junction, Turney, Lathrop, Holt, Kearney, Robertson, Liberty, Arnold, Harlem, Arr. Palmyra Junction, Lve. Palmyra Junction, Barkley, Arr. Hannibal, Lve. Palmyra Junction, North River, West Quincy, Arr. St. Joseph, Arr. Leavenworth, Arr. Council Bluffs.

ST. JOSEPH AND COUNCIL BLUFFS RAILROAD.

WILLIS PHELPS, President, Springfield, Mass. GEO. OLDS, Gen. Freight Agent, St. Joseph, Mo. GEO. OLDS, Gen. Ticket Agent, St. Joseph, Mo. A. L. HOPKINS, Superintendent, St. Joseph. D. H. WINTON, Asst. Supt., St. Joseph, Mo.

Table with columns: North Bound Trains, May, 1870, South Bound Trains, CONNECTIONS. Includes stations like St. Joseph, Amazonia, Nodaway, Forbes, Forest City, Bigelow, Craig, Corning, Phelps, Watson, Hamburg, E. Nebraska City, Percival, Bartlett, Pacific Junction, Traders' Point, Arr. Council Bluffs, Missouri River, Lve. Missouri River, Council Bluffs, Traders' Point, Bartlett, Percival, E. Nebraska City, Hamburg, Watson, Phelps, Corning, Craig, Bigelow, Forest City, Forbes, Nodaway, Amazonia, Arr. St. Joseph.

Map of North Missouri Railroad and Connections.



MANY MILES THE SHORTEST ROUTE FROM ST. LOUIS
To Kansas City, Leavenworth, Lawrence,
TOPEKA, JUNCTION CITY,
SHERIDAN, ST. JOSEPH, OMAHA, SACRAMENTO,
SAN FRANCISCO,
And All Points in Kansas, Nebraska, Colorado, New Mexico
 OR
CALIFORNIA.

The only Road West out of St. Louis running
Pullman's Celebrated Palace Sleeping Cars,
 From ST. LOUIS to KANSAS CITY, ST. JOSEPH
 and OMAHA WITHOUT CHANGE.

See that your Tickets read "Via St. Louis and North Missouri Railroad."

To be obtained at all R.R. Ticket Offices.

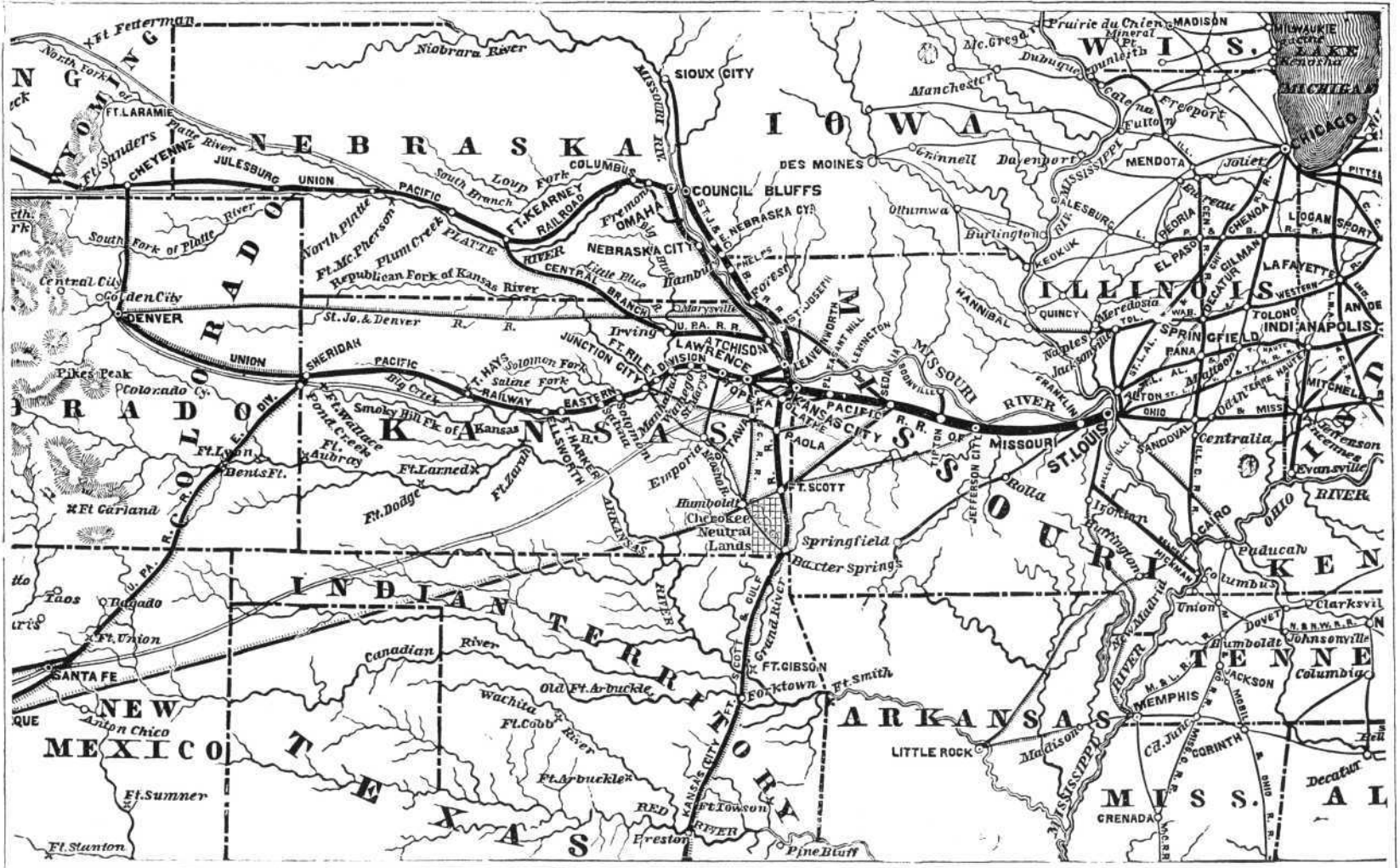
JAMES CHARLTON,
 Gen. Ticket Agt., St. L. & S.

J. MEREDITH DAVIES,
 Gen. Pass. Agt., St. Louis.

S. H. KNIGHT,
 Gen. Supt., St. Louis.

MAP OF THE PACIFIC RAILROAD LINE (of Missouri,)

Showing its connections at St. Louis, and at Kansas City, Leavenworth and Atchison.



PACIFIC RAILWAY OF MISSOURI.

HUDSON E. BRIDGE, President, St. Louis, Mo.
T. MCKISSOCK, Gen. Superintendent, "
GEO. B. PARSELL, Supt. Eastern Division, "
M. G. CARY, Supt. Middle Division.

W. R. WOODARD, Supt. Western Division.
W. O. LEWIS, Gen. Freight Agent, St. Louis.
W. B. HALE, Gen. Tkt. & Pass. Agt., "
W. S. CUDDY, Gen. Pur. Agt. & Paym. "

JACOB JOHANN, Mast. Mechanic, St. Louis, Mo.
J. W. SWEENEY, General Eastern Agent, "
319 Broadway, New York.

Table with columns for Trains Going West and Trains Going East, listing stations, arrival/departure times, and train numbers. Includes sub-sections for South Pacific Mail, Pleasant Hill Acc., and N. B. - Fast Express Train West runs daily.

SUNDAY PASSENGER TRAINS.

A train leaves St. Louis for Franklin, and intermediate stations, 3 18 a. m., arriving at Franklin 10 43 a. m. Returning, leaves Franklin 4 10 p. m., arriving at St. Louis 6 30 p. m.

NOTES ON RUNNING OF TRAINS.

Train leaving St. Louis 5 57 p. m., and Atchison 2 25 p. m., will run daily. The 11 35 p. m. train from St. Louis will not leave on Saturday night, but will leave on Sunday night.

Standard of Time.—Jefferson City Time; eight minutes slower than St. Louis.

CONNECTIONS.

- 1 With railways diverging from St. Louis.
2 With South Pacific Railway.
3 With Boonville Branch.
4 Stages for principal towns in Southwest Missouri.
5 Stages to Fort Scott.
6 With Kansas Pacific Railway.
7 With Missouri Valley Railway.
8 With Central Branch Union Pacific.

For Map of this Road and Connections, see opposite page.

ST. LOUIS AND IRON MOUNTAIN RAILROAD.

SHORT LINE FROM ST. LOUIS TO COLUMBUS, MISS., AND ALL SOUTHERN CITIES.

THOMAS ALLEN, President, St. Louis.
H. G. MARQUAND, Vice-President, N. Y.
L. B. CLARK, Treasurer, St. Louis.

J. H. MORLEY, Gen. Supt., St. Louis, Mo.
EDWARD HARDING, Asst Supt,
W. R. ALLEN, Gen. Ticket Agent,

SETH FRINK, Gen. Freight Ag't, St. Louis, Mo.
E. B. CORDELL, Purchasing Agent,
E. B. GIBBS, Master Mechanic,

Table with columns for STATIONS, Mls, Mail, Exs, Acc, and Frs. It is divided into two main sections: 'St. Louis to Belmont' and 'Belmont to St. Louis'. It lists various stations like Carondelet, Jefferson Barracks, and Bismarck with their respective distances and train schedules.

Carondelet Special Trains
leave St. Louis 6 10, 7 00, 8 35 and 9 20 a.m., 12 00 noon, 2 00, 4 30, 5 20, 7 10 and 11 20 p.m.; leave Carondelet 5 33, 6 03, 7 48, 8 40 and 11 01 a.m., 1 18, 3 33, 4 18, 6 26 and 10 35 p.m.
Sunday Trains leave St. Louis for Carondelet 7 20 and 10 10 a.m., 12 45 and 9 20 p.m.; leave Carondelet for St. Louis 8 40, 9 27 and 11 47 a.m., 4 18 p.m.

Potosi Branch Trains run daily, except Sundays, as under:—Trains leave Potosi for Mineral Point 5 40, and 8 00 a.m., 2 15 and 7 15 p.m. Trains leave Mineral Point for Potosi 6 10 and 10 35 a.m., 3 25 and 8 55 p.m.

NOTES ON RUNNING OF TRAINS.

The 7 00 a.m. train leaves St. Louis daily, except Sundays, stopping at Morley for dinner.

The 5 20 p.m. Express from St. Louis daily, taking supper at De Soto.

The 11 20 p.m. Express from Belmont leaves daily, stopping at De Soto for breakfast.

The 1 05 p.m. train from Belmont runs daily, except Sundays, stopping at Morley for dinner and at De Soto for supper.

Accommodation trains between St. Louis and De Soto run daily, except Sundays.

Connections.—1 At St. Louis with Railways diverging East, West & North. 2 At Mineral Point with Branch to Potosi (four miles). 3 At Bismarck with Branch to Iron Mountain. 4 At Belmont by ferry with Mobile and Ohio Railroad.

232 ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD.

OPEN TO EFFINGHAM, 98 MILES, CONNECTING THERE WITH CHICAGO BRANCH OF ILLINOIS CENTRAL RAILROAD AND FORMING A ST. LOUIS AND CHICAGO THROUGH LINE.

M'KEEN, SMITH & CO., Contractors, Terre H'll. J. W. CONLOGUE, Gen. Supt., St. Louis, Mo. F. CHANDLER, Gen. Ticket Ag't, St. Louis, Mo.
J. F. ALEXANDER, President, Greenville, Ill. H. W. HIBBARD, Gen. Freight Agent, Ind's. A. E. ROBBINS, Train Master, Effingham, Ill.

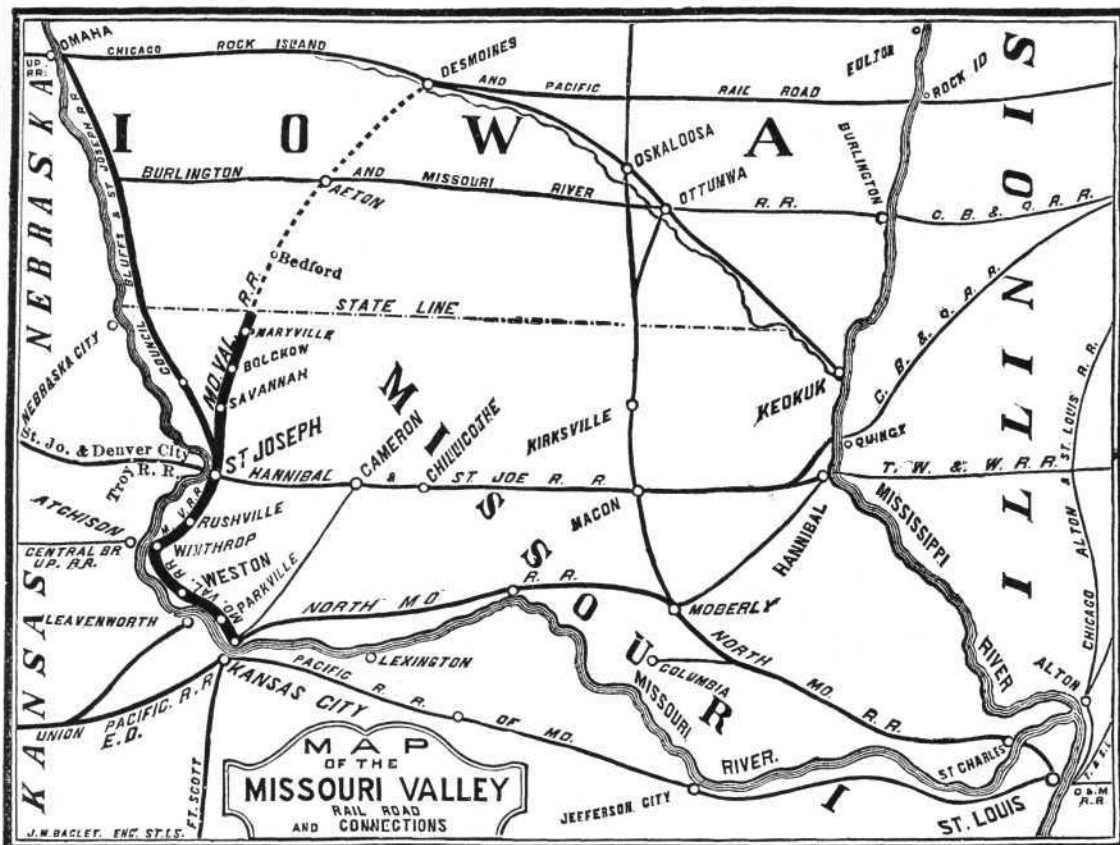
Table with columns for STATIONS, Mls, Exs, Exs, Exs, and Frs. It is divided into two main sections: 'Eastward Bound Trains' and 'Westward Bound Trains'. It lists various stations like Chicago, Calumet, and Effingham with their respective distances and train schedules.

Express train leaving St. Louis 6 30 p.m. runs daily, except Saturdays; all other trains daily, except Sundays. The 7 30 a.m. train from St. Louis takes dinner at Champaign and supper at Calumet. The 8 30 a.m. from Chicago takes dinner at Champaign.

No change of Cars between St. Louis and Chicago.

CONNECTIONS.

- 1 At St. Louis with Railroads running West and South, also with Line of Steamers on Mississippi and Missouri Rivers.
2 At Vandalia with Main Line Ill. C'l.
3 At Effingham with Chicago Branch of Illinois Central Railroad.
4 At Tolono with Tol., Wab.&W.R'y.
5 At Gilman with Toledo, Peoria and Warsaw Railroad.
6 At Calumet with Michigan Central Railroad.
7 At Chicago with the various trunk lines East, North and West.



237 MISSOURI VALLEY RAILWAY.
 JNO. G. RICHARDSON, President, New York. | P. CLARK, Vice-President, New York. | JOSEPH S. FORD, Secretary and Treasurer.
 J. F. BARNARD, Superintendent and Chief Engineer, St. Joseph, Mo.

Northward.—Kansas City to St. Joseph and Maryville.

STATIONS.	Mls	Exs. Exs. Acc		
		A. M.	P. M.	
Lve. Harlem ¹	0	7 30	2 45	
" Parkville.....	6	8 15	3 08	
" Waldron.....	15	8 35	3 27	
" E. Leavenworth ²	24	8 58	3 47	
" Beverly.....	29	9 12	4 03	
" Weston.....	32	9 21	4 13	
" Iatan.....	39	9 40	4 32	
" Block's Mill.....	43	9 50	4 42	
" Winthrop ³	49	10 18	5 08	
" Rushville.....	53	10 27	5 22	
" Hall's.....	57	10 37	5 35	
" Han. & St. Jo. Junc. ⁴	68	11 00	6 12	
Arr. St. Joseph ⁴	69			P. M.
Lve. St. Joseph	69			5 00
" Jamestown.....	75			5 30
" Savannah ⁵	84			6 15
" Worcester.....	96			6 44
" Bolckow.....	98			7 10
" Bridgewater.....	118			8 05
Arr. Maryville	114			8 30

Southward.—Maryville to St. Joseph and Kansas City.

STATIONS.	Frs.	Acc. Exs. Exs.		
		A. M.	A. M.	P. M.
Lve. Maryville		7 00		
" Bridgewater.....		7 30		
" Bolckow.....		8 26		
" Worcester.....		8 57		
" Savannah ⁵		9 20		
" Jamestown.....		10 00		
Arr. St. Joseph ⁴		10 30		
Lve. St. Joseph			8 20	6 25
" Han. & St. Jo. Junc. ⁴			8 30	6 50
" Hall's.....			9 00	7 00
" Rushville.....			9 10	7 20
" Winthrop ³			9 30	7 20
" Block's Mills.....			9 50	7 35
" Iatan.....			10 03	7 45
" Weston.....			10 25	8 05
" Beverly.....			10 35	8 15
" E. Leavenworth ²			10 50	8 30
" Waldron.....			11 15	8 50
" Parkville.....			11 35	9 10
Arr. Harlem ¹			12 00	9 35

May 8, 1870.

CONNECTIONS.

¹ At Harlem, with North Missouri Railway and Cameron Branch of Hannibal and St. Joseph Railway. ² At East Leavenworth, with Leavenworth Branch of Kansas Pacific Railway, for Lawrence, Topeka, Fort Riley, Junction City, &c. ³ At Winthrop with ferry for Atchison, connecting with Central Branch Union Pacific Railway. ⁴ At St. Joseph with Hannibal & St. Joseph, and St. Joseph and Council Bluffs Railways. ⁵ At Savannah, with Stages to towns Northeast and Northwest of Savannah.

NOTES ON RUNNING OF TRAINS.

The 6 25 p.m. train from St. Joseph, and 7 30 a.m. train from Harlem will run daily, making close connections with the St. Joseph and Council Bluffs Railroad to and from Omaha. Other trains run daily, except Sundays.

238 LEAVENWORTH, LAWRENCE & GALVESTON R.R.

JAS. F. JOY, Pres., Detroit, Mich. | I. S. KALLOCH, Gen. Supt.
 AMOS T. HALL, Sec'y, Chicago, Ill. | M. R. BALDWIN, Asst. Supt.
 W. C. RANSOM, Treas., Lawrence, Kan. | General Offices, Lawrence, Kan.

Leave.		Jan. 16, 1870.		Arrive.	
Express.	Mls	STATIONS.	Frs.	Express.	
2 15 P.M.	0	Lawrence		8 25 P.M.	
2 50 "	10	..... Vinland.....		7 48 "	
3 12 "	15	..... Baldwin City.....		7 28 "	
3 18 "	10	..... Prairie City.....		7 22 "	
3 35 "	21	..... Norwood.....		7 05 "	
4 00 "	27	..... Ottawa		6 40 "	
4 35 "	36	..... Princeton.....		6 05 "	
5 00 P.M.	42	..... Richmond		5 40 P.M.	

239 MINERAL POINT RAILWAY.

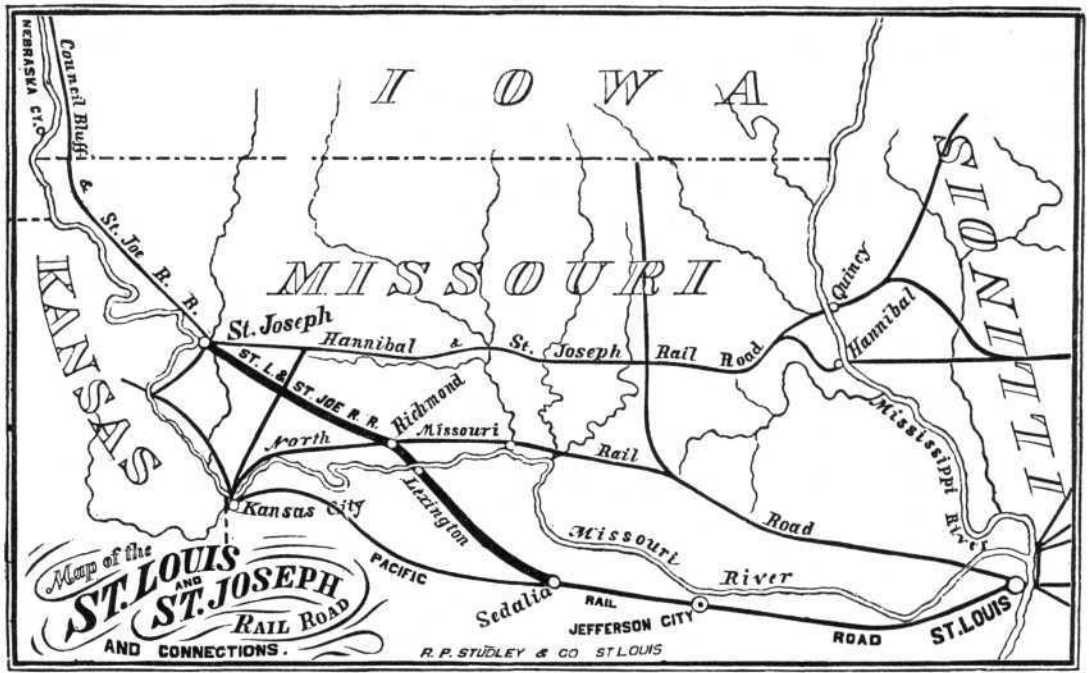
G. W. COBB, Superintendent, Mineral Point, Wis.

Trains leave Mineral Point for Calamine, Darlington, Riverside and Warren 7 00 a.m. and 2 15 p.m. Leave Warren for Mineral Point, etc., at 10 a.m. and 5 30 p.m. Distance, 32 miles. Connections made at Warren with Illinois Central Railway.

240 SYCAMORE AND CORTLAND RAILWAY.

JOHN C. WATERMAN, President, Sycamore, Ill.

Trains leave Sycamore for Cortland at 7 40 a.m. and 2 30 p.m., connecting at Cortland with passenger trains on the Chicago and Northwestern Railway. Returning, trains leave Cortland for Sycamore at 11 05 a.m. and 7 00 p.m.



241 ST. LOUIS AND ST. JOSEPH RAILROAD.

L. M. LAWSON, President, St. Joseph, Mo. | T. J. CHEW, Secretary, St. Joseph, Mo. | E. WHITING, Chief Engineer, St. Joseph, Mo.
 T. B. WEAKLY, Treasurer, St. Joseph, Mo. | A. G. GOWER, Gen. Supt., St. Joseph, Mo. | E. J. CARLEDGE, Gen. Fgt & Tkt Agt, "

Time Table of Southern Division in effect April 24, 1870.

Trains Going North.—(Lexington to Lathrop)

Trains Going South.—(Lathrop to Lexington)

STATIONS.				STATIONS.				CONNECTIONS.	
Lve.	Mls	Express.	Mixed.	Lve.	Frs.	Mixed.	Exdiss.		
Lve. North Lexington	0	5 00 A.M.	12 15 P.M.	Lve. St. Joseph ²				1 At R. & L. Junction with train on the North Missouri Railroad.	
" R. & L. Junction ¹	3 1/2	5 10 "	12 39 "					2 At Lathrop with Cameron Branch of Hannibal and St. Joseph Railroad.	
" King's Coal Banks	5 1/2	5 17 "	12 47 "					3 At St. Joseph (when completed to that point) with St. Joseph and Council Bluffs Railroad for Omaha, &c.	
" Richmond	9	5 26 "	1 01 "	Lve. Lathrop ²		8 00 A.M.	4 00 P.M.		
" Swanwick	14	5 43 "	1 21 "	" Converse		8 30 "	4 18 "		
" Foote Station	19	6 01 "	1 41 "	" Doniphan		8 50 "	4 35 "		
" Vibbard	23	6 15 "	1 57 "	" Tanner		9 04 "	4 47 "		
" Tanner	26 1/2	6 27 "	2 11 "	" Vibbard		9 18 "	4 59 "		
" Doniphan	30	6 39 "	2 25 "	" Foote Station		9 34 "	5 13 "		
" Converse	35	6 54 "	2 45 "	" Swanwick		9 54 "	5 30 "		
Arr. Lathrop	40	7 15 A.M.	3 15 P.M.	" Richmond		10 20 "	5 48 "		
				" King's Coal Banks		10 34 "	6 00 "		
				" R. & L. Junction		10 57 "	6 07 "		
				Arr. North Lexington		11 10 A.M.	6 20 P.M.		
Arr. St. Joseph ²									

242 MISSOURI RIVER, FORT SCOTT & GULF R.R.

United States Mail Route for Southern Kansas, Missouri, Indian Nation, Arkansas and Northern Texas.

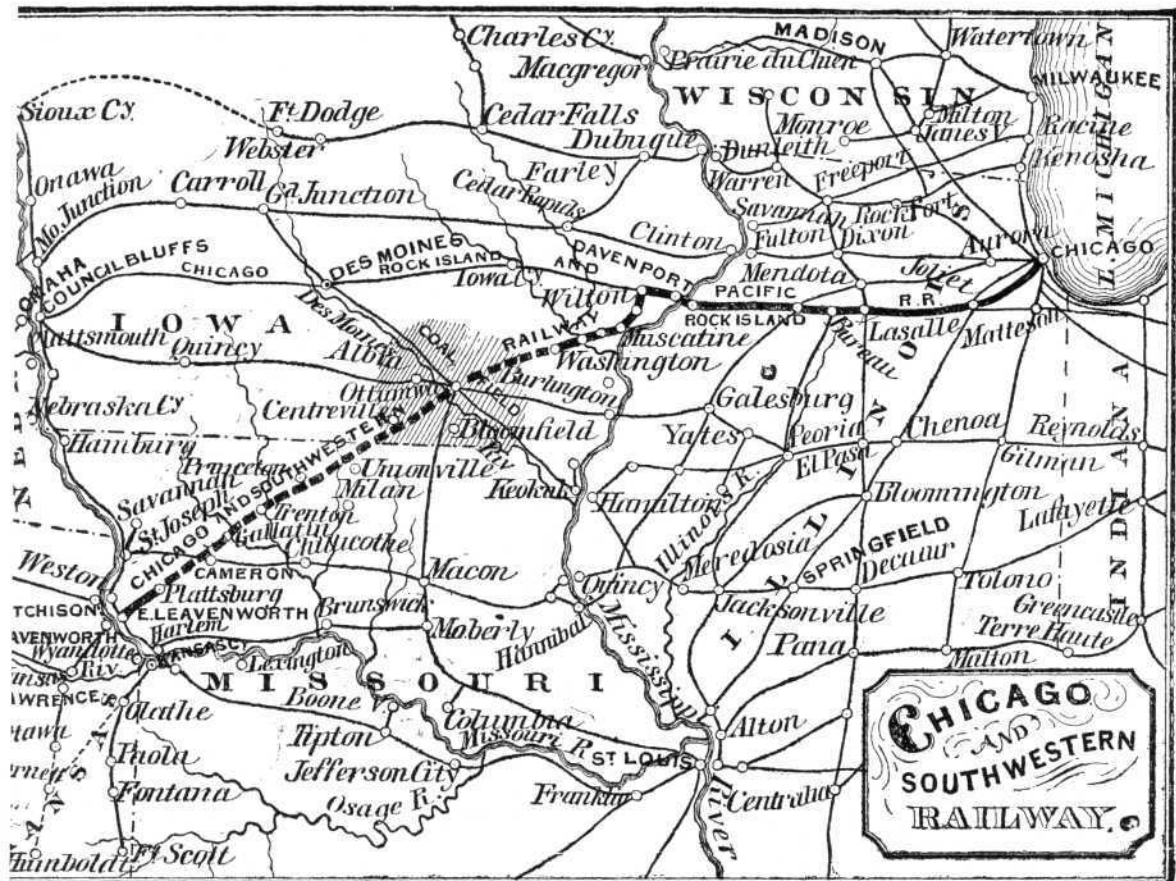
JAMES F. JOY, Managing Director, B. S. HENNING, Superintendent.
 HENRY COATES, President, O. CHANUTE, Chief Engineer.
 Kansas City. General Offices, Kansas City, Mo.

Southward. March 2, 1870.				Northward.			
Acc.	Mail	Mls	STATIONS.	Frs.	Mail	Acc.	CONNECTIONS
P. M.	A. M.		lv. Kansas City ¹ ar	P. M.	A. M.		1 At Kansas City with trains of Missouri Pacific, Kansas Pacific, North Missouri, and Hannibal & St. Joseph R. Rs.
4 10	10 20	0	Shawnee	3 55	10 15		2 With stages for Chetopa (15 mls), Oswego (15 mls), Fayetteville (50 miles), Carthage (22 mls), Neosho (25 miles), Fort Gibson (96 mls), Sherman, Tex., (270 miles).
4 40	10 50	9	Lenexa	3 53	9 44		
4 57	11 07	14	Olathe	3 06	9 27		
5 26	11 33	21	Ocheltree	2 40	9 01		
6 08	12 05	29	Spring Hill	2 08	8 29		
6 58	12 14	31	Columbia	1 59	8 20		
7 03	12 39	37	Paola	1 39	8 00		
7 03	1 09	44	Fontana	1 09	7 30		
7 03	1 54	55	Les Cygnes	11 54			
7 03	2 56	63	Barnard	10 54			
7 03	3 26	69	Pleasanton	10 26			
7 03	3 55	75	Fort Scott	8 47			
7 03	4 25	80	Pawnee	7 57			
7 03	4 55	87	Girard ²	6 56			
P. M.	P. M.		ARRIVE	A. M.	A. M.		

243 HANNIBAL AND NAPLES RAILROAD.

G. O. BISHOP, Superintendent. | J. E. STILWELL, Gen. Freight Agt.
 J. K. HAYWARD, Gen. Ticket Agt. | General Offices, Hannibal, Mo.

Eastward. March, 1870.				Westward.			
Acc.	Mail	Mls	STATIONS.	Frs.	Mail	Acc.	CONNECTIONS
A. M.	P. M.		lv. Hannibal	P. M.	P. M.		1 At Hannibal with Hannibal and St. Joseph Railroad for all points West and Southwest.
7 30	5 40	0	E. Hannibal	1 00	4 45		2 At E. Hannibal with packets of Missouri river
7 45	6 00	0	Kinderhook	12 05	3 40		3 At Naples with packets on the Illinois river.
8 35	6 33	11	Barry	11 47	3 23		4 At Bluffs with trains on Toledo, Wabash and Western Railroad.
9 05	6 58	17	Coal Bank	11 26	2 50		
9 43	7 14	22	New Salem	11 07	2 25		
10 13	7 33	28	Pittsfield Junction	10 59	2 10		
10 28	7 41	31	Griggsville	10 48	1 50		
10 48	7 52	35	Illinois River	10 32	1 30		
11 03	8 05	40	Naples	10 12	1 10		
11 40	8 25	45	Bluffs ⁴	10 00	12 45		
11 55	8 40	48		A. M.	P. M.		
A. M.	P. M.		ARRIVE	ARRIVE	LEAVE		



44 CHICAGO AND SOUTH-WESTERN RAILROAD.

UNDER CONSTRUCTION FROM LEAVENWORTH, KANSAS, TO WASHINGTON, ON THE OSKALOOSA BRANCH OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.)

GENERAL OFFICERS.

H. WINSTON, President, Weston, Mo. | N. P. OGDEN, Treasurer, Weston, Mo. | H. EDGERTON, Gen. Ticket Ag't, Weston, Mo.
 JAMES N. BURNES, Vice-President, " | L. D. TUTHILL, Supt. Western Division, " | H. D. MACKAY, Gen. Freight Agent, "

SPECIAL NOTICE.—The Chicago and South-Western Railroad is completed for TEN MILES from Leavenworth in the direction of Cameron, where it will cross the Hannibal and St. Joseph Railroad, and contracts are already made for grading and bridging the whole line between Cameron and Washington. The bonds of this new Company are guaranteed by the Chicago, Rock Island and Pacific Railroad, to the extent of twenty thousand dollars (\$20,000) per mile, and this fact is of itself an ample guarantee that the work will be pushed through with energy and rapidity.

45 ST. LOUIS, BELLEVILLE, AND SOUTHERN ILLINOIS RAILROAD.

(Operated by St. Louis, Alton, and Terre Haute Railroad Company.)

GENERAL OFFICERS OF ST. L., A. & T. H. R. R.:

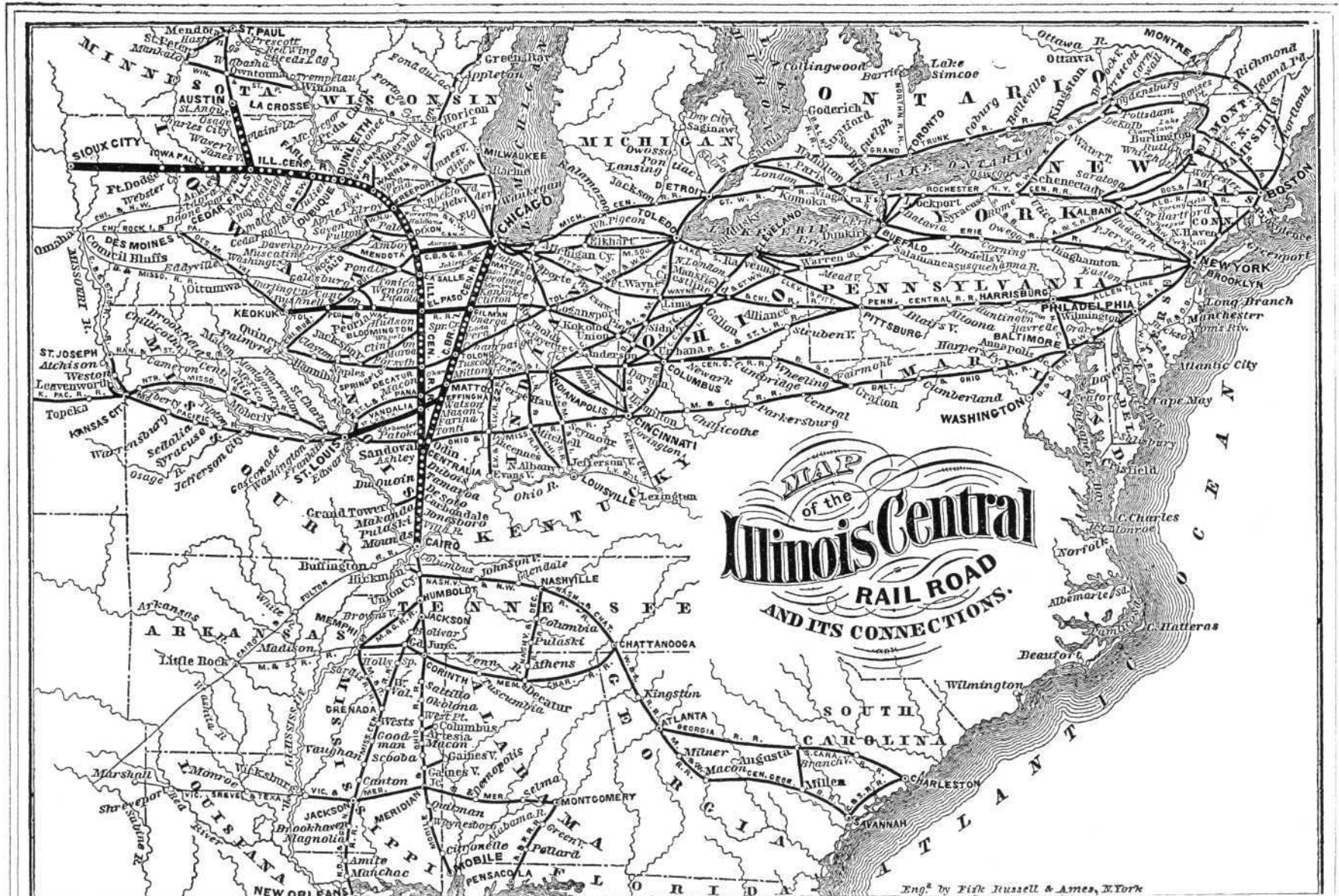
HARLES BUTLER, President, No. 12 Wall Street, N. Y. | G. W. PARKER, Vice-President, Charleston, Ill. | W. G. BROUGHTON, Gen. Superintendent, St. Louis, Mo.

South-Eastern Trains.

Schedule in effect May 15, 1870.

North-Western Trains.

South-Eastern Trains.					North-Western Trains.				
STATIONS.	MIs.	Pass.	Pass.	Pass.	STATIONS.	Frs.	Pass.	Pass.	Pass.
ve. East St. Louis	0	8 40 A.M.	12 45 P.M.	4 30 P.M.	Lve. Du Quoin				
" Jarrott's	1	9 00 "	1 05 "	5 50 "	" "				
" Church	6	" "	" "	" "	" "				
" Centreville	7	9 12 "	1 17 "	6 02 "	" "				
" Gartsides (2)	9	9 18 "	1 25 "	6 08 "	" "				
" Ogles	10	9 22 "	1 30 "	6 12 "	" "				
" Gartsides (3)	11	9 25 "	1 33 "	6 15 "	" "				
" Raibs	12	9 30 "	1 38 "	6 20 "	" "				
" West Belleville	13	9 35 "	1 42 "	6 25 "	" "				
LT. Belleville	14	9 40 "	1 47 P.M.	6 30 "	Lve. New Athens	\$ ct	6 TO A.M.		2 25 P.M.
" ve.	14	9 45 "	" "	6 35 "	" Lementon	25	6 20 "		2 35 "
" Wildeman	18	9 55 "	" "	6 45 "	" Freeburg	35	6 35 "		2 50 "
" Freeburg	22	10 10 "	" "	7 00 "	" Wildeman	50	6 45 "		3 00 "
" Lementon	25	10 20 "	" "	7 10 "	Arr. Belleville	60	6 55 "		3 10 "
LT. New Athens	29	10 30 A.M.	" "	7 20 P.M.	" Lve. Belleville	7 00 "	7 00 "	10 15 A.M.	3 15 "
" "		" "	" "	" "	" West Belleville	75	7 05 "	10 20 "	3 20 "
" "		" "	" "	" "	" Raibs	60	7 10 "	10 25 "	3 25 "
" "		" "	" "	" "	" Gartsides (3)	85	7 15 "	10 30 "	3 30 "
" "		" "	" "	" "	" Ogles	85	7 18 "	10 33 "	3 33 "
" "		" "	" "	" "	" Gartsides (2)	90	7 23 "	10 38 "	3 38 "
" "		" "	" "	" "	" Centreville	1 00	7 30 "	10 45 "	3 45 "
" "		" "	" "	" "	" Church	"	" "	" "	" "
" "		" "	" "	" "	" Jarrott's	1 10	7 41 "	10 56 "	3 56 "
Arr. Du Quoin	76	" "	" "	" "	Arr. East St. Louis	1 20	7 55 A.M.	11 10 A.M.	4 10 P.M.



MAP
of the
Illinois Central
RAIL ROAD
AND ITS CONNECTIONS.

ILLINOIS CENTRAL RAILROAD.

JOHN M. DOUGLAS, President, Chicago, Ill. J. F. TUCKER, Gen. Freight Agt., Chicago, Ill. J. P. FARLEY, Supt. Iowa Division.
MARVIN HUGHITT, Gen. Supt., " A. MITCHELL, Supt. Chicago Div., Centralia. W. K. ACKERMAN, Local Treas., Chicago, Ill.
W. P. JOHNSON, Gen. Pass. Agent, " J. C. JACOBS, Supt. Northern Div., Amboy. JOHN J. SPROULL, Gen. Agent, New York.

IOWA DIVISION AND MAIN LINE.

Table with columns: Leave (Pas, P.M., A.M., MIs), Dec. 12, 1869, STATIONS, Arrive (Pas, P.M., A.M., MIs), CONNECTIONS. Includes stations like Fort Dodge, Webster City, Blairsburg, Alden, Iowa Falls, Ackley, Aplington, New Hartford, Cedar Falls, etc.

CHICAGO DIVISION.

Table with columns: Trains Leave (Pas, Exs, Mail, MIs), Nov. 14, 1869, STATIONS, Trains Arrive (Mail, Exs, Pas). Includes stations like Chicago, Calumet, Thornton, Matteson, Monce, Peotone, Manteno, Kankakee, Chebanse, Clifton, Ashkum, Danforth, Gilman, Onarga, Spring Creek, Loda, Paxton, Rantoul, Thomasboro, Champaign, Savoy, Tolono, Pesotum, Tuscola, Okaw, Milton, Mattoon, Atna, Neoga, Sigel, Effingham, St. Louis, Effingham, Watson, Mason, Edgewood, Farina, Kimbly, Fonti, Odin, Centralia, Richview, Ashley, Du Bois, Tamaroa, St. John's, Du Quoin, Carbondale, Makanda, Cobden, Jonesboro, Wetang, Pulaski, Villa Ridge, Mounds, Cairo. Includes CONNECTIONS section with numbered notes.

Standard of Time.—Chicago time as far as Urbana; from thence by Centralia time.

St. Louis and Cairo Express leaves Vandalia daily, except Sundays, 7 40 p.m., arriving at Centralia 8 50 p.m., Cairo 2 20 a.m. Leaves Cairo daily, except Sundays, for St. Louis 2 30 a.m., arriving at Vandalia 8 55 a.m. See Table No. 227.

CHICAGO, HYDE PARK AND OAKWOODS TRAINS. Trains leave Central Depot for Hyde Park, Wood Lawn, Oakwoods and intermediate stations, 6 20 and 8 05 a.m., 12 10, 3 00, 4 50 and 6 10 p.m., arriving at Oakwoods 7 00 and 8 36 a.m., 12 50, 3 45, 5 30 and 6 52 p.m. Returning, leave Oakwoods 7 05 and 8 37 a.m., 12 55, 4 30 and 6 58 p.m., arriving at Chicago 7 45 and 9 13 a.m., 1 40, 5 15 and 7 35 p.m.

OHIO AND MISSISSIPPI RAILWAY.

SHORT AIR LINE BETWEEN ST. LOUIS AND CINCINNATI.

W. D. GRISWOLD, President,
A. H. LEWIS, Vice-President,
P. VAN DUERSEN, Auditor,
SAMUEL TREVOR, Assistant Secretary,
CHARLES S. CONE, Treasurer,

Cincinnati, O.
Cincinnati, O.

J. L. GRISWOLD, Gen. Supt., St. Louis, Mo.
E. G. BONDURANT, Supt. Eastern Division,
Cincinnati, O.
J. K. PIERSON, Supt., Western Div.,
CHAS. E. FOLLETT, Gen. Ticket and Passenger Agent, St. Louis, Mo.

JAS. A. HILL, Gen. Freight Agt., St. Louis, Mo.
GEO. W. HARRIS, Supt. of Machinery,
Cochran, In.
M. M. MARTIN, Master Car Builder,
JAMES JONES, Gen. Eastern Agent,
241 Broadway, N. Y.

Trains Eastward.

Nov. 28, 1869.

Trains Westward.

STATIONS.	Mls	Trains Eastward.				STATIONS.	Trains Westward.			
		Mail	Exs.	Exs.	Acc.		Mail	Exs.	Exs.	Acc.
St. Louis ¹.....lve	0	A. M.	A. M.	P. M.	Boston.....lve	P. M.	P. M.	A. M.	A. M.	
East St. Louis.....	1	5 00	6 45	3 15	New York.....lve	3 00	9 00	5 00		
Hanover.....	4	5 45	7 30	4 00	Philadelphia.....lve	P. M.	A. M.	P. M.		
Caseyville.....	9	6 07			Baltimore.....lve	11 50	11 40	7 50		
Furman's.....	13				Pittsburg.....lve	2 15	1 55	9 35		
Alma.....	15	6 22			Buffalo.....lve	12 00		1 00		
O'Fallon.....	17	6 27		4 41	Cleveland.....lve	P. M.		8 10		
Lebanon.....	23	6 42	8 20	4 56	Cincinnati ².....lve	7 15	5 10	10 25	3 10	
Summerfield.....	26	6 50		5 04	Storr's.....	7 23			3 17	
Trenton.....	30	7 00		5 14	Cullom's.....	7 46			3 34	
Hull.....	34	7 10		5 24	Delhi.....	7 59			3 54	
Breese.....	38	7 25		5 34	North Bend.....	8 20	6 10	11 21	4 15	
Buxton.....	43	7 39		5 34	Lawrenceburg ⁸	8 30	6 22	11 30	4 50	
Carlyle.....	47	7 51		5 56	Aurora.....	8 34			5 15	
Collins.....	51	8 05		6 06	Dillsboro.....	8 50			5 50	
Sandoval ²	60	8 30	9 41	6 30	Cold Springs.....	9 00	7 03		6 11	
Odin ³	64	8 45	9 55	6 55	Milan.....	9 15	7 22		6 31	
Salem.....	66	9 00		7 08	Pierceville.....	9 23			7 05	
Middleton.....	78	9 21			Delaware.....	9 26			7 12	
Greendale.....	83	9 35			Osgood.....	9 40	7 45	12 30	7 35	
Xenia.....	86	9 44		7 48	Holton.....	9 59	8 09		7 50	
Flora.....	95	10 08		8 08	Nebraska.....	10 10	8 20			
Clay City.....	102	10 28			Butlerville.....	10 10	8 20			
Noble.....	109	10 48			Oak Dale.....	10 26				
Olney.....	117	11 10		9 00	North Vernon ⁷	10 36	8 25	1 25		
Claremont.....	123	11 29			Hardenbergh.....	10 55	8 50			
Hadley.....	127	11 39			Seymour ⁶	11 30	9 25	2 05		
Summer.....	129	11 45			Dunham.....	11 55		2 17		
Bridgeport.....	135	12 01			Brownstown.....	12 02		2 35		
Lawrenceville.....	139	12 14			Velonia.....	12 14		2 55		
Beman.....	144				Sparksville.....	12 25				
Vincennes ⁴	148	1 10	1 05	10 20	Tunnelton.....	12 47				
Junction E. & C. R. R.....	149	1 13		10 23	Scottville.....	12 55				
Richland.....	155	1 30			Mitchell ⁵	1 12	11 00	3 59		
Wheatland.....	160	1 45			Georgia.....	1 28				
Washington.....	167	2 05	1 48	11 06	Huron.....	1 45				
Black Oak.....	172	2 26			Willow Valley.....	1 55				
Clark's.....	178	2 34			Shoals.....	2 16	12 00	4 55		
Loogootee.....	182	2 45		11 40	Loogootee.....	2 45	12 24	5 17		
Shoals.....	190	3 16		12 00	Clark's.....	2 57				
Willow Valley.....	198	3 37			Black Oak.....	3 15				
Huron.....	201	3 50			Washington.....	3 30	1 04	5 55		
Georgia.....	208	4 10			Wheatland.....	3 47		6 15		
Mitchell ⁵	213	4 30	3 31	1 00	Richland.....	4 02				
Scottville.....	219	4 46			Junction E. & C. R. R.....	4 17	1 57	6 40		
Tunnelton.....	223	4 56			Vincennes ⁴	4 25	2 05	6 50		
Sparksville.....	229	5 17			Beman.....	4 48		7 12		
Medora.....	234	5 33			Lawrenceville.....	4 59		7 24		
Velonia.....	239	5 45			Bridgeport.....	5 14		7 39		
Brownstown.....	242	5 55			Hadley.....	5 20		7 45		
Dunham.....	248	6 10		2 17	Claremont.....	5 30		7 55		
Seymour ⁶	253	6 40	5 05	2 35	Olney.....	6 05	3 27	8 25		
Hardenbergh.....	261	7 03		8 37	Noble.....	6 25		8 45		
North Vernon ⁷	267	7 20	5 40	3 10	Clay City.....	6 43		9 03		
Oak Dale.....	270	7 29			Flora.....	7 01		9 21		
Butlerville.....	274	7 37			Xenia.....	7 24		9 44		
Nebraska.....	278	7 46		3 33	Greendale.....	7 40		9 52		
Holton.....	282	8 00		3 43	Middleton.....	7 55		10 05		
Osgood.....	288	8 20		5 45	Storr's.....	8 20	5 31	10 39		
Delaware.....	293	8 34		6 07	Odin ³	8 40	5 50	10 50		
Pierceville.....	295	8 40		6 15	Sandoval ²	8 50	6 00	11 00		
Milan.....	298	8 55	6 51	4 21	Collins.....	9 15	6 25			
Cold Springs.....	303	9 08		6 47	Carlyle.....	9 27	6 36	11 37		
Dillsboro.....	307	9 16		6 59	Buxton.....	9 37	6 46			
Cochran.....	314	9 36		7 19	Breese.....	9 50	7 00	12 02		
Aurora.....	316	9 40		7 23	Hull.....	10 02	7 10			
Lawrenceburg ⁸	320	9 52	4 50	7 35	Trenton.....	10 14	7 20	12 24		
North Bend.....	327	10 10		7 59	Summerfield.....	10 24	7 30	12 35		
Delhi.....	331	10 24		8 11	Lebanon.....	10 32	7 39	12 44		
Cullom's.....	336	10 40		8 26	O'Fallon.....	10 47	7 55	1 00		
Storr's.....	339			8 37	Alma.....	10 52	8 03			
Cincinnati ⁹.....arr	340	10 55	8 30	6 00	Furman's.....	11 07	8 20			
		P. M.	P. M.	A. M.	Caseyville.....					
		A. M.	P. M.	A. M.	Hanover.....					
Cleveland.....arr	598	7 30	3 50		East St. Louis.....	11 30	8 45	1 40		
Buffalo.....arr		1 55	10 30		St. Louis ¹.....arr	12 00	9 15	2 10		
Pittsburg.....arr	652						P. M.	A. M.	P. M.	
Baltimore.....arr	929									
Philadelphia.....arr	1007									
New York.....arr	1083									
Boston.....arr										

CONNECTIONS.

- 1 Connects with North Missouri Railway.
- 1 Connects with Pacific and Missouri River Railway.
- 1 Connects with St. Louis and Iron Mountain Railway.
- 1 Connects with the various steamboat lines on the Mississippi and Missouri Rivers.
- 1 Connects with Jacksonville Division Chicago and Alton Railway.
- 2 Connects with Main Line of Illinois Central Railway.
- 3 Connects with Chicago Branch of Illinois Central Railway.
- 4 Connects with Evansville and Crawfordville Railway, for Evansville.
- 6 Connects with Louisville, New Albany and Chicago Railway.
- 6 Connects with Main Line, Jeffersonville Madison, and Indianapolis Railway.
- 7 Connects with Jeffersonville, Madison and Indianapolis Railway.
- 8 Connects with Indianapolis, Cincinnati and Lafayette, Railway.
- 9 Connects with Railways diverging from Cincinnati.

SPECIAL NOTICE!

The Ohio and Mississippi Railway

HAS BEEN, DURING THE LAST FEW YEARS, ENTIRELY RELAID WITH NEW IRON. The Road-bed and Superstructure rendered equal to that of any other Trunk Line in the country, And the Conveniences Furnished for the Traveling Public.

Can not be Surpassed by those of any other route between the East and West.

THE DRAWING-ROOM DAY CARS, THE RECLINING NIGHT CARS, AND THE PALACE SLEEPING CARS, Are all built at the Company's own shops and are Models of Elegance and Comfort.

Which can not fail to attract much business to this great thoroughfare. N. B.—The FASTEST TIME between NEW YORK and ST. LOUIS is made by Cincinnati and the OHIO AND MISSISSIPPI RAILWAY.

Passengers leaving New York 5 O'clock p. m. arrive in St. Louis 2 O'clock p. m. the second day.

Two Hours in Advance of any other route, and have AMPLE TIME FOR REFRESHMENT before proceeding West on the trains of Pacific or North Missouri Railways. Tickets over this favorite and deservedly popular line can be obtained at all the principal ticket offices throughout the country.

FARES always AS LOW as by any other Route.

CHARLES E. FOLLETT, Gen. Pass. and Ticket Agent, St. Louis, Mo.

N.B.—The 5 10 p.m. train west, and the 3 15 p.m. train East, daily. Other trains daily, Sundays excepted.

STANDARD OF TIME.—Trains are run by Vincennes time, which is 12 minutes slower than Cincinnati and 12 minutes faster than St. Louis time.

INDIANAPOLIS AND ST. LOUIS RAILWAY.

Lessees of St. Louis, Alton and Terre Haute Railway.

SHORTEST LINE BETWEEN ST. LOUIS, CLEVELAND, COLUMBUS, PITTSBURGH, HARRISBURG, BUFFALO, ALBANY, PHILADELPHIA, NEW YORK, BOSTON, AND ALL EASTERN CITIES.

General T. A. MORRIS, President, Indianapolis. J. D. HERKIMER, Gen. Supt., St. Louis. JOHN C. NOYES, Gen. Freight Agent, St. Louis. EDWARD KING, Sec'y and Treas'r, " J. W. MORSE, Gen. Purchasing Ag't, " A. A. CALMAGE, Asst. Sup't, Litchfield, Ill. E. DAVIDSON, Auditor, " J. S. GARLAND, Gen. & Passenger Ag't, " C. E. BENTON, Master Mechanic, " J. CUMMINGS, Superintendent of Telegraph and Train Dispatcher, Litchfield, Ill.

Trains Eastward.

Nov. 28, 1869.

Trains Westward.

Table with columns: STATIONS, MIs, Exs., Acc., Exs., Acc. for eastward trains. Includes stations like St. Louis, East St. Louis, Mt. Vernon, etc.

Table with columns: STATIONS, Frs., Exs., Exs., Exs., Acc. for westward trains. Includes stations like Columbus, Crestline, Cincinnati, etc.

CONNECTIONS. 1 Connections are made at St. Louis with Pacific Missouri, North Missouri and St. Louis and Iron Mountain Railways; also with the different steam b'l lines on the Mississippi and Missouri Rivers. 2 Connects with Alton Junction trains and Keokuk Packet Line. 3 Main Branch of Illinois Central for Decatur, Bloomington, Mendota and other points in the Northwest. Also with Springfield and Illinois South-eastern Railroad. 4 Chicago Branch of Illinois Central for Tolono, Champaign, Kankakee and Chicago. 5 Connects with the Terre Haute and Indianapolis Railway, and Evansville and Crawfordsville Railway. 6 Connects with Cleveland, Columbus, Cincinnati and Indianapolis, Pittsburg, Cincinnati & St. Louis, Jeffersonville, Madison and Indianapolis, Indianapolis, Cincinnati & Lafayette, and Indianapolis, Peru and Chicago Railways.

Alton Trains.—Leave Alton for Alton Junction 7 17 and 8 05 a.m.; 1 58, 3 25, 4 47 and 7 48 p.m. Arrive at Alton from the Junction 7 53 and 8 44 a.m.; 2 35, 4 03, 5 23 and 8 26 p.m.

249 TERRE HAUTE AND INDIANAPOLIS RAILWAY.

W. R. McKEEN, President, Terre Haute. CHARLES R. PEDDLE, Supt., Terre Haute, Ind. H. W. HIBBARD, G. F. A., Indianapolis. W. W. WILLIAMS, Treasurer, " R. A. MORRIS, Auditor & G. T. A., Terre Haute. JOHN E. SIMPSON, Asst. Supt., Indianapolis, Ind.

Trains Eastward.

Nov. 28, 1869.

Trains Westward.

Table with columns: STATIONS, MIs, First Mail, Acc., Exs., Acc. for eastward trains. Includes stations like Terre Haute, Prairie, Seeleyville, etc.

Table with columns: STATIONS, Frs., Exs., Exs., Mail, Exs. for westward trains. Includes stations like Indianapolis, Fairview, Bridgeport, etc.

CONNECTIONS. 1 Connects with Indianapolis and St. Louis Railway, and Evansville and Crawfordsville Railway. 2 Connects with Louisville, New Albany and Chicago Railway. 3 Connects with Columbus, Chicago and Indiana Central Railway. 4 Connects with Cleveland, Columbus, Cincinnati and Indianapolis Railway. 5 Connects with Indianapolis, Cincinnati and Lafayette Railway. 6 Connects with Jeffersonville, Madison and Indianapolis Railway. 7 Connects with Indianapolis, Peru and Chicago Railway.

LOUISVILLE ROUTE SOUTH.

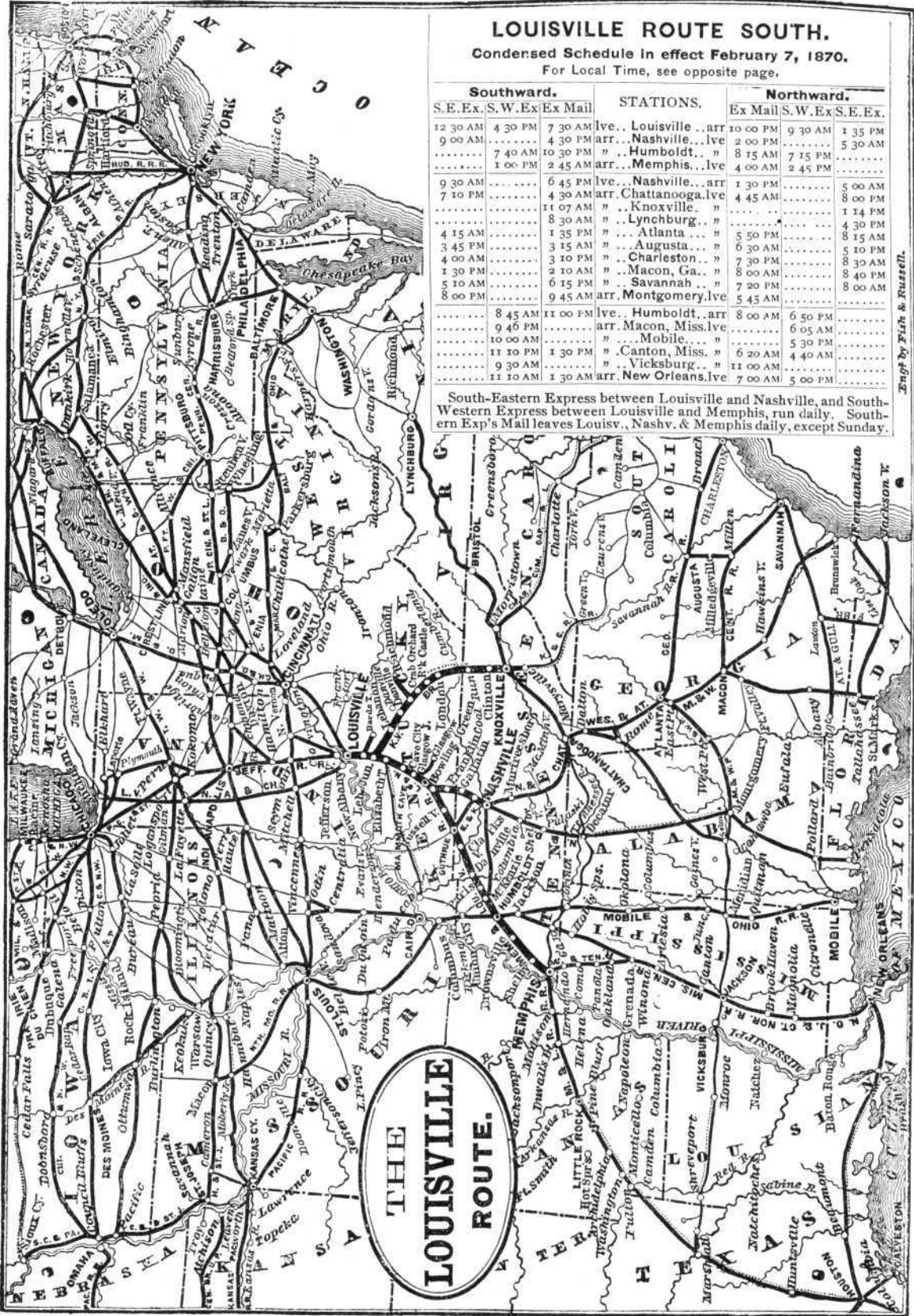
Condensed Schedule in effect February 7, 1870.

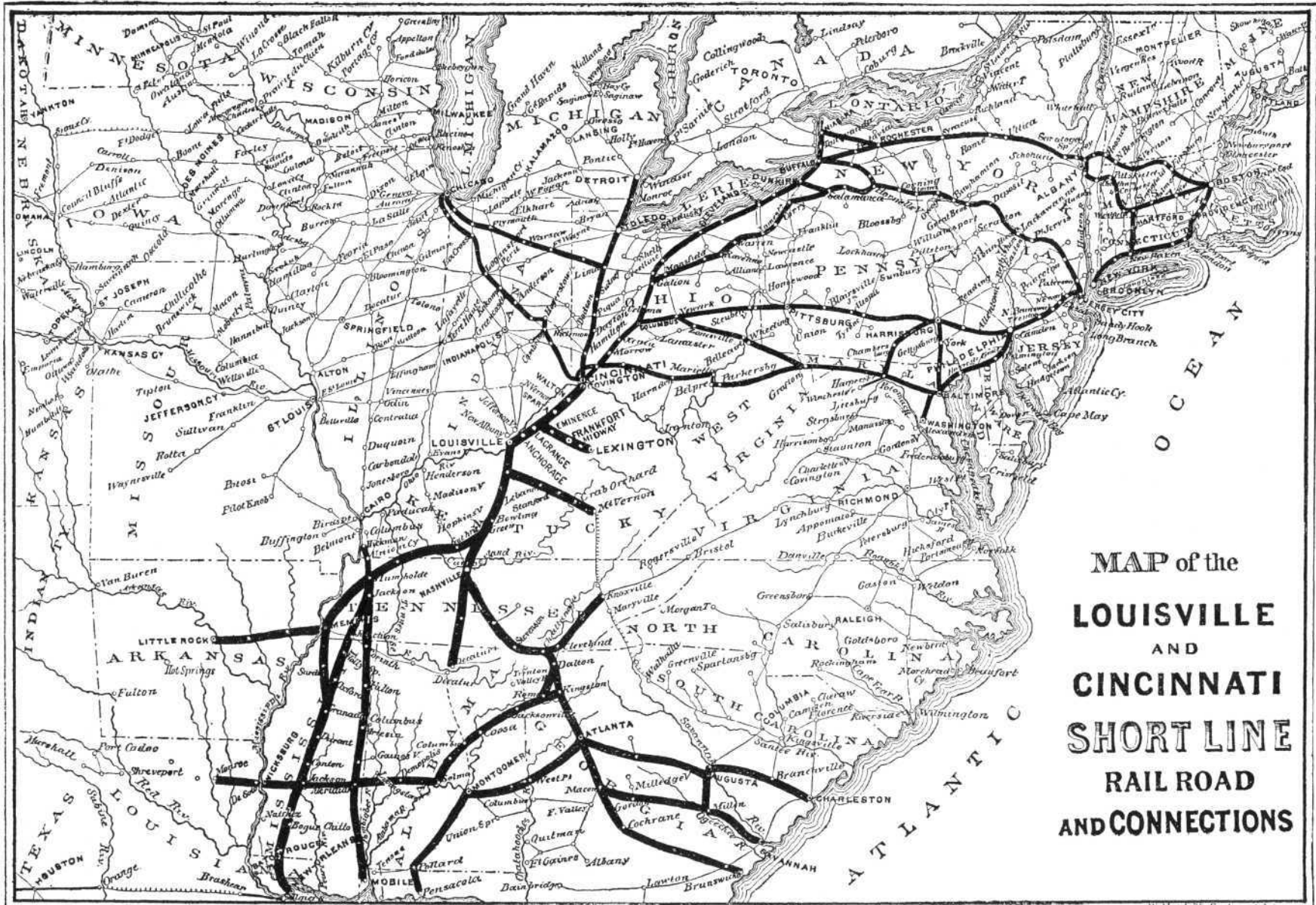
For Local Time, see opposite page.

Southward.			STATIONS.	Northward.		
S.E. Ex.	S.W. Ex.	Ex Mail		Ex Mail	S.W. Ex.	S.E. Ex.
12 30 AM	4 30 PM	7 30 AM	lve. Louisville..arr	10 00 PM	9 30 AM	1 35 PM
9 00 AM		4 30 PM	arr. Nashville..lve	2 00 PM		5 30 AM
		10 30 PM	" Humboldt..lve	8 15 AM	7 15 PM	
		2 45 AM	arr. Memphis..lve	4 00 AM	2 45 PM	
9 30 AM		6 45 PM	lve. Nashville..arr	1 30 PM		5 00 AM
7 10 PM		4 30 AM	arr. Chattanooga.lve	4 45 AM		8 00 PM
		11 07 AM	" Knoxville.. "			1 14 PM
		8 30 AM	" Lynchburg.. "			4 30 PM
4 15 AM		1 35 PM	" Atlanta.. "	5 50 PM		8 15 AM
3 45 PM		3 15 AM	" Augusta.. "	6 30 AM		5 10 PM
4 00 AM		3 10 PM	" Charleston.. "	3 30 PM		8 30 AM
1 30 PM		2 10 AM	" Macon, Ga.. "	6 00 AM		8 40 PM
5 10 AM		6 15 PM	" Savannah..lve	7 20 PM		8 00 AM
8 00 PM		9 45 AM	arr. Montgomery.lve	5 45 AM		
	8 45 AM	11 00 PM	lve. Humboldt..arr	8 00 AM	6 50 PM	
	9 45 PM		arr. Macon, Miss.lve		6 05 AM	
	10 00 AM		" Mobile..lve		5 30 PM	
	11 10 PM	1 30 PM	" Canton, Miss.. "	6 20 AM	4 40 AM	
	9 30 AM		" Vicksburg.. "	11 00 AM		
11 10 AM	1 30 AM		arr. New Orleans.lve	7 00 AM	5 00 PM	

South-Eastern Express between Louisville and Nashville, and South-Western Express between Louisville and Memphis, run daily. Southern Exp's Mail leaves Louisv., Nashv. & Memphis daily, except Sunday.

Eng'd by Fish & Russell.





MAP of the
**LOUISVILLE
 AND
 CINCINNATI
 SHORT LINE
 RAIL ROAD
 AND CONNECTIONS**

LOUISVILLE AND CINCINNATI SHORT LINE.

Distance, 107 miles. Time, only 5 hours.

W. A. DUDLEY, President. SAMUEL GILL, Gen. Superintendent.

W. MAHL, Auditor & Purch. Agent. HENRY STEFFEE, Gen. Ticket Agt.

J. E. GIMPERLING, Asst. Supt., T. J. CANDY, Gen. Baggage Agt., Louisville, Ky.

C. W. S. BROWN, Gen. Pass. Agent. Ed. P. WILSON, Gen. Freight Agt. JOHN SKIDMORE, Master Mechanic, Louisville, Ky.

Trains Leave. Feb. 7, 1870. Trains Arrive.

Table with columns for Exs., Mail, Mls., and Stations. Lists departure and arrival times for various stations along the Louisville and Cincinnati Short Line.

Table with columns for Exs., Mail, Mls., and Stations. Lists departure and arrival times for stations from Lexington to Danville.

An additional Express Train leaves Louisville daily, except Saturdays, stopping only at Lagrange and Worthville... N. B.—The 7 45 a.m. train from Covington and the 4 00 p.m. train from Louisville, daily.

Lagrange Accommodation Train leaves Louisville 4 30 p.m., stopping at all intermediate stations and arriving at Lagrange 6 10 p.m. Returning, leaves Lagrange 6 55 a.m., stopping at all stations and arriving at Louisville 8 45 a.m.

Walton and Covington Accommodation Train leaves Walton at 8 35 a.m., arriving at Covington at 9 45 a.m. Returning, leaves Covington at 4 00 p.m., arriving at Walton at 5 05 p.m.

CONNECTIONS.

- 1 At Louisville with Louisville and Nashville Railway for Cincinnati and Eastern cities.
2 At Walton with Stages for Williamstown.
3 At Covington close connections with Trunk Lines from the North and East; over the short line to Louisville, for all Southern cities via Louisville, Nashville and Memphis line.

STANDARD OF TIME—Clock in Depot at Louisville.

Hon. GEORGE H. PENDLETON, President and Gen. Supt., Covington, Ky.
Hon. JOHN W. STEVENSON, Governor of Kentucky, General Counsel, Covington, Ky.

WILLIAM ERNST, Treasurer, Covington, Ky.
H. P. RANSOM, Gen. Ticket Agent,
C. L. BROWN, Gen. Freight Agent,

Trains Leave. Dec. 1, 1869. Trains Arrive.

Table with columns for Acc, Exs., Mls., Stations, Frs., and Acc. Lists departure and arrival times for various stations along the Kentucky Central Railway.

- 1 Opposite Cincinnati.
2 Connects with the Second Division (Lexington to Nicholasville and Danville) above.
2 Junction of Louisville, Cincinnati, and Lexington Railway.
3 With Stage Lines to Lancaster, Stanford, Danville, Richmond, Winchester, Harrodsburg, Perrysville, Springfield, Bardston, Glasgow, Lebanon, Greensburg, Versailles, Estel Sg., New Market, Saloma, Campbellsville, Monroe, Kingston, London, and Bean's Station.

260 ST. LOUIS AND SOUTH-EASTERN RAILWAY.

St. Louis to Nashville 284 miles. St. Louis to Louisville 250 miles
St. Louis to Evansville 160 miles.

E. F. WINSLOW, President. C. W. GARDINER, Secretary.
JOS. W. CASTLES, Vice-President. E. C. RICE, Chief Engineer.
Main Office, West Fourth Street, St. Louis, Mo.

This line, as will be seen by reference to general map of OFFICIAL GUIDE, is destined to run from East St. Louis, Ill., north of Belleville, to Ashley, a station on main line of Illinois Central Railroad, about 22 miles south of Centralia, Ill.; thence it will run south-east through Shawneetown and by ferry across the Ohio river, thence forty miles to Madisonville, Ky., where close connection will be made with the Evansville, Henderson and Nashville Railroad, and by it with all the principal Southern railroad lines.

Twenty-seven miles of this railway are now in operation from Nashville, Ill., to Mount Vernon, and work is being pushed forward so rapidly that it is expected the line from St. Louis to Mount Vernon, and perhaps beyond, will be open by November 1, 1870, and that Shawneetown, on the Ohio river, will be reached by January 1, 1871.

Trains run in connection with those of the Illinois Central Railroad, so as to reach Mount Vernon and Nashville at least once daily—but there is no fixed time schedule.

Full information relative to this line can be obtained on application to

E. F. Winslow, President, or

C. W. GARDINER, Secretary, St. Louis, Mo.

U. S. MAIL LINE STEAMERS, CINCINNATI AND LOUISVILLE.

CINCINNATI TO LOUISVILLE.

On arrival of Express Trains from Boston and Northern Cities, the
SPLENDID STEAMERS

GEN'L BUELL, and BEN. FRANKLIN,

Capt. Chas. David, Capt. D. Whitten,

Leave (on alternate days, except Sundays,) foot of Vine Street, daily
at noon, for LOUISVILLE, making all Way Landings.

PASSENGERS arriving in CINCINNATI
on Morning Trains have choice of
morning or evening line.

GEN'L LYTLE, and UNITED STATES,

Capt. Sam'l Hildreth, Capt. R. M. Wade,

(ON ALTERNATE DAYS)

Leave CINCINNATI daily, from foot of Vine Street, at 6.30 p.m., and from
foot of Fifth Street at 7.00 p.m. (Supper on the Steamer), arriving
at LOUISVILLE next morning in time to connect with trains for

ALL POINTS SOUTH.

LOUISVILLE TO CINCINNATI.

On arrival of Southern Trains, per *Louisville & Nashville Railroad,*

THE STEAMERS

BEN. FRANKLIN and GEN'L BUELL,

LEAVE LOUISVILLE DAILY, except SUNDAY,
(ON ALTERNATE DAYS)

At 10.00 a. m., from foot of Third Street, for CINCINNATI, making
all way landings.

UNITED STATES and GEN'L LYTLE,

Leave same Landing at 4.00 p. m.,

DAILY FOR CINCINNATI,

Landing at MADISON only.

Passengers Holding Through Tickets

ARE ENTITLED TO MEALS AND STATEROOMS FREE.

PASSENGERS LEAVING NEW YORK ON MORNING TRAINS

MAKE SAME TIME AS ALL RAIL LINES, via Cincinnati,

To Memphis, New Orleans and other Southern Points.

THE BOATS OF THIS COMPANY ARE THE LARGEST & FINEST ON THE WESTERN WATERS.

Passengers by this Route avoid an omnibus ride of Two Miles over rough pavements; HAVE PLENTY OF ROOM TO WALK ABOUT; A GOOD NIGHT'S REST; AMPLE TIME FOR MEALS, and avoid the noise and dust incident to Rail Travel. This is the ONLY LINE running from

CINCINNATI TO LOUISVILLE WITHOUT CHANGE!

Communications are made at Louisville with the Louisville and Nashville and Memphis and Louisville Railroad, for Nashville, Chattanooga, Atlanta, Memphis, Vicksburg, Little Rock, New Orleans, and All Points South, South-East, and South-West, and with Boats on all points on the Lower Ohio River.

At CINCINNATI with Express Trains on All Routes for New York, Philadelphia, Baltimore, Washington, Boston, Cleveland, Niagara Falls, Detroit, and the North and East.

Baggage Checked on Board of Steamers to all points.

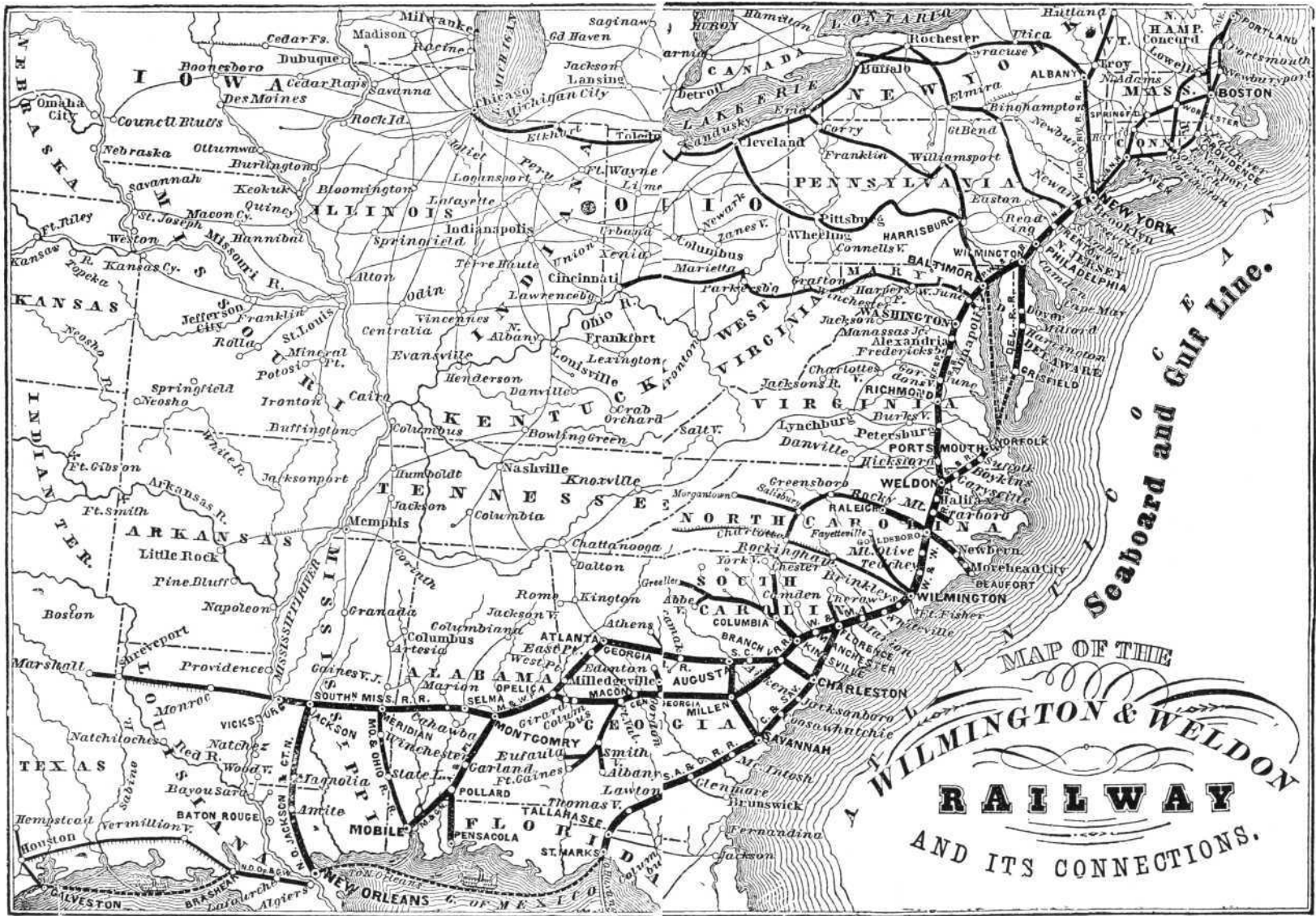
Through Tickets can be obtained at all Principal Depots and Ticket Offices.

Ask for Tickets, and BE SURE THEY READ by *UNITED STATES MAIL LINE STEAMERS.*

FRANK CARTER, Sup't,
Louisville, Kentucky.

JAMES FERRIER, G. T. Agent,
Louisville, Kentucky.

C. G. PIERCE, President,
Cincinnati, Ohio.



Seaboard and Gulf Line.

MAP OF THE
WILMINGTON & WELDON
RAILWAY
 AND ITS CONNECTIONS.

275 NORTH EASTERN RAILWAY.
 A. F. RAVENEL, President. S. S. SOLOMONS, Engineer and Superintendent.
 C. WILLIMAN, Sec. and Treas. Charleston, S. C.
 P. L. CLEAPOR, Gen. Ticket Ag't.

March 13, 1870.

Trains Leave.			Trains Arrive.		
Exs.	Exs.	Mls.	Frs.	Exs.	Exs.
A. M.	A. M.			P. M.	N ^o HT
		0		3 00	12 00
1 45	11 15	0		2 33	11 32
2 13	11 40	9		2 12	11 10
2 31	12 00	16		2 00	10 58
2 48	12 10	20		1 52	10 48
3 00	12 18	23		1 31	10 27
3 22	12 38	30		1 07	10 03
3 47	1 05	38		12 45	9 45
4 05	1 28	44		12 27	9 30
4 20	1 48	49		12 17	9 20
4 30	2 00	52		11 52	8 50
5 00	2 25	57		11 27	8 25
5 27	2 52	65		11 52	8 50
5 53	3 20	73		11 52	8 50
6 10	3 37	79		10 45	7 45
6 22	3 55	83		10 30	7 30
6 43	4 13	88		10 15	7 13
7 05	4 33	94		9 55	6 55
7 30	5 00	102		9 30	6 30
A. M.	P. M.		ARRIVE		P. M.

¹ With Cheraw & Darlington, and Wilmington & Manchester Railways
² Connects with Stages for Georgetown.
³ Connects with South Carolina Railway.

276 CHERAW AND DARLINGTON RAILWAY.
 D. W. McIVER, President. S. S. SOLOMONS, Supt.
 A train leaves Florence for Darlington, Dove's, Society Hill, Cash's and Cheraw at 3 30 p.m., arriving at Cheraw 6 30 p.m. Returning, leaves Cheraw at 7 45 a.m., arriving at Florence 10 45 a.m.

277 SOUTHERN PACIFIC RAILWAY.
 E. B. HALL, President. J. F. DICKSON, Superintendent, Marshall, Texas.
 A train leaves Shreveport for Greenwood, Jonesville, Scottsville, Marshall, Coldwater and Hallsville, (distance 56 miles), at 1 00 p.m., arriving at Hallsville 5 30 p.m.; leaves Hallsville for Shreveport and intermediate stations 6 00 a.m., arriving at Shreveport 10 30 a.m.

278 PADUCAH AND GULF RAILROAD.
 EX NORFON, President. HENRY L. JONES, Gen. Freight and Ticket Agent, Paducah, Ky.
 L. S. TRIMBLE, Vice-President.

Dec., 1869.

Leave.		Arrive.		Notice.	
Mail	Mix	Mix	Mail	A. M.	P. M.
P. M.	A. M.				
3 25	6 00	0	11 00	2 50	
3 45	6 30	5	10 30	2 25	
3 59	6 50	9	10 10	2 10	
4 19	7 20	14	9 35	1 48	
4 25	7 35	16	9 20	1 41	
4 39	7 55	20	8 50	1 35	
4 59	9 00	26	8 15	1 15	
5 23	9 35	32	6 55	12 36	
5 43	10 05	37	6 20	12 16	
6 23	10 45	44	P. M.	5 35	11 51
6 43	11 30	50	4 35	5 00	11 30
6 53	11 45	53	4 20	A. M.	11 20
7 03	12 05	56	4 00	10 10	
7 15	12 25	59	3 35	11 57	
7 47	1 00	63	3 00	10 40	
P. M.	P. M.		ARRIVE		P. M.

¹ Connects with Evansville and Paducah U. S. Mail Steamers.
² Connects with Nashville and North-Western Railway.
³ Connects with Mobile and Ohio Railway.

279 SOUTH SIDE RAILWAY.
 Gen. Wm. MAHONE, President, Petersburg, Va. T. E. REYNOLDS, Asst. Supt. C. C. WINGFIELD, Gen. Ticket Agent.
 M. C. JAMESON, Treasurer. J. W. WINFIELD, Auditor. T. D. JELLS, Gen. Freight Agent.
 Col. FRANK HUGER, Secretary. E. A. GOODWYN, Master of Trans., Lynchburg, Va.
 M. W. GOODWIN, Gen. Supt.

Leave.		Arrive.		CONNECTIONS.	
Pas.	Mis.	Frs.	Pas.		
A. M.			P. M.		
8 15	0		5 25		
8 34	10		4 44		
9 30	20		4 06		
9 55	27		3 41		
10 10	31		3 27		
10 33	37		3 03		
10 57	43		2 39		
11 40	52		2 00		
12 14	60		1 03		
1 16	68		12 15		
2 00	80		11 36		
2 32	88		11 06		
3 13	100		10 26		
3 50	110		9 59		
4 30	123		9 00		
P. M.			ARRIVE		P. M.

¹ Daily connections are made at Petersburg for Richmond, Washington and Norfolk.
² At Burkville for Richmond and Danville.
³ At Lynchburg with Virginia and Tennessee Railway.

280 NORFOLK AND PETERSBURG RAILWAY.
 Wm. MAHONE, President and Superintendent, Petersburg, Va.

Leave.		Arrive.	
Pas.	Mis.	Frs.	Pas.
A. M.			P. M.
4 35	0		9 15
5 34	23		8 18
6 02	34		7 46
6 20	41		7 28
6 34	45		7 17
6 52	52		6 56
7 15	60		6 36
7 35	68		6 13
8 05	81		5 40
A. M.		ARRIVE	P. M.

281 SEABOARD AND ROANOKE RAILWAY.
 JOHN M. ROBINSON, President. E. G. GHO, Supt. of Trans.
 A train leaves Portsmouth for Suffolk, Carrsville, Franklin, Newsum's, Branchville, Seaboard and Weldon, 6 00 a.m., arriving at Weldon 10 00 a.m.; returning from Weldon 3 00 p.m., arriving at Portsmouth 7 10 p.m.

282 ALEXANDRIA, LOUDOUN & HAMPSHIRE RAILROAD.
 LOUIS MCKENZIE, President. N. HAYES, Gen. Superintendent Alexandria, Va.
 R. JOHNSON, Secretary.

March, 1870.

Trains Leave.			Trains Arrive.		
Acc.	Mail	Mls.	Frs.	Mail	Acc.
P. M.	A. M.			P. M.	A. M.
5 00	8 30	0		2 35	7 45
5 20	8 50	7		2 12	7 20
5 30	9 00	11		2 00	7 10
5 45	9 14	15		1 44	6 56
5 50	9 22	18		1 36	6 46
6 08	9 32	21		1 26	6 38
6 20	9 40	23		1 16	6 30
6 36	9 52	27		1 04	6 18
6 48	10 04	31		12 52	6 08
7 03	10 20	38		12 35	5 52
7 17	10 32	42		12 23	5 40
7 25	10 40	44		12 15	5 30
P. M.	A. M.		ARRIVE		P. M.

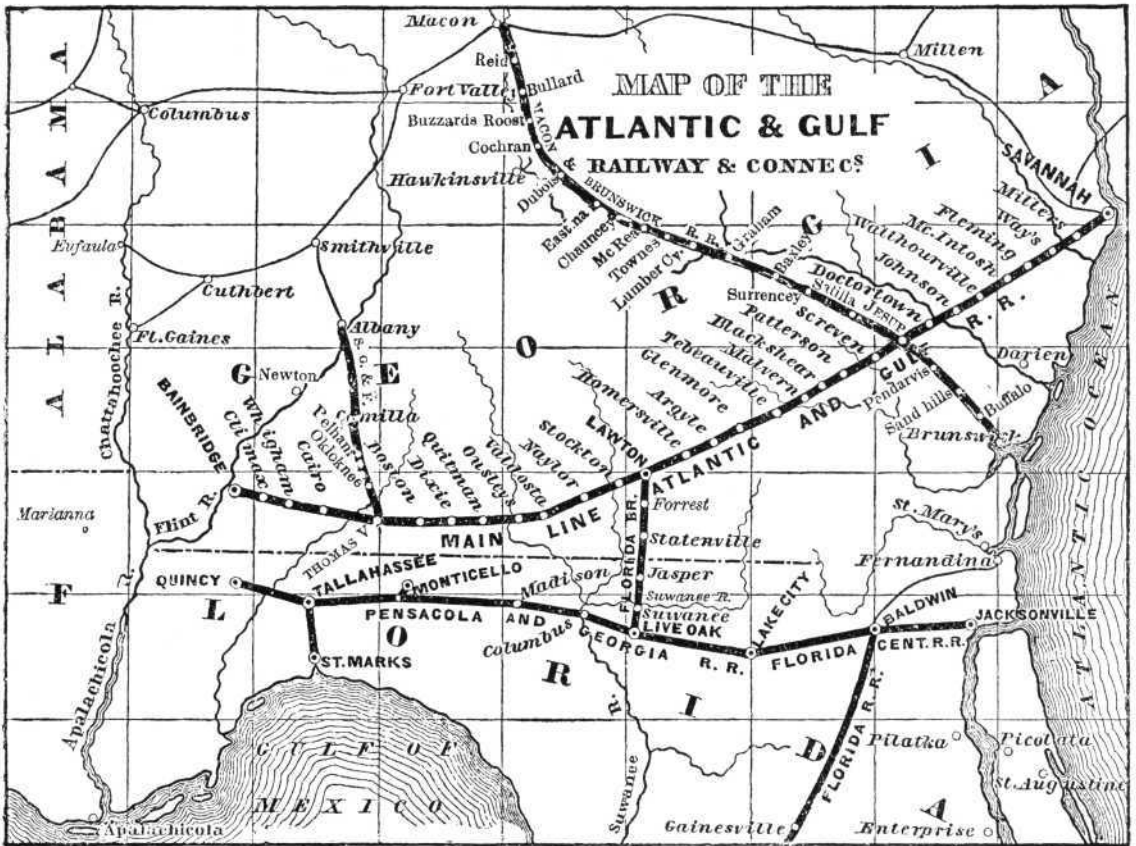
283 CHESAPEAKE AND OHIO RAILWAY.
 W. C. WICKHAM, President. STEPHEN HUNTER, Gen. Frght. Agt.
 JOHN GARRETT, Treasurer. JOHN A. NETHERLAND, General Purchasing Agent.
 H. D. WHITCOMB, Chief Engineer and General Superintendent. W. G. FREEMAN, Master Mechanic.
 G. S. NETHERLAND, Asst. Supt. J. R. CHILDS, Master Car Builder, Richmond, Va.

Nov. 25, 1869.

Leave.		Arrive.	
Acc.	Mail	Mis.	Frs.
P. M.	A. M.		P. M.
8 30	7 35	0	14 40
9 00	9 07	9	4 12
9 26	9 32	18	3 47
9 53	9 58	28	3 21
10 13	10 18	33	3 06
10 31	10 36	40	2 42
10 46	10 52	45	2 26
11 00	11 06	50	2 12
11 16	11 22	56	1 56
11 31	11 38	62	1 40
11 46	11 53	67	1 25
12 14	12 28	76	12 50
	1 00		12 40
	1 20	81	
	1 40	90	
	2 10	97	
	2 20	98	
	2 49	108	
	3 14	115	
	3 40	124	
	3 55	129	
	4 25	136	
	4 45	144	
	5 05	149	
	5 32	159	
	6 12	168	
	6 35	176	
	7 15	186	
	7 44	195	
	8 12	205	
	9 32	221	
	9 50	227	
A. M.	P. M.		ARRIVE

¹ Connects with Richmond, Fredericksburg and Potomac; Richmond and Petersburg; Richmond, Danville and Piedmont; and Richmond and York River Railways.
² Connects with Orange and Alexandria Railway.
³ Stages to Augusta Springs, 12 miles; Weyer's Cave, 17 miles.
⁴ Stages to Lexington, 20 miles; Roxbridge Baths, 9 miles; Roxbridge Alum Springs, 8 miles; Natural Bridge, 35 miles.
⁵ Stages to Bath Alum Springs, 10 miles; Warm Springs, 15 miles.
⁶ Stages to Healing Springs, 15 miles; Hot Springs, 18 miles.
⁷ Stages to Old Sweet Springs, 9 miles; Red Sweet Springs, 8 miles.
⁸ Salt Sulphur Springs, 24 miles; Blue Sulphur Springs, 26 miles; Red Sulphur Springs, 41 miles.

Trains marked thus † run daily, except Sunday; thus * daily.



ATLANTIC AND GULF RAILWAY.

Col. JOHN SCREVEN, President. H. S. HAINES, Gen. Supt. D. MACDONALD, Treas., Savannah, Ga. C. D. OWENS, Gen. Agt, 229 Broadway, N. Y.

MAIN LINE.					
Going South.			Going North.		
Accom.	Express	Mils	Accom.	Express	Accom.
7:15 A.M.	4:30 P.M.	0	10:50 A.M.	5:35 P.M.	
7:50 "	5:00 "	10	10:19 "	4:55 "	
8:11 "	5:19 "	16	10:01 "	4:35 "	
8:40 "	5:44 "	24	9:37 "	4:05 "	
9:15 "	6:08 "	32	9:14 "	3:37 "	
9:40 "	6:29 "	39	8:52 "	3:14 "	
10:04 "	6:53 "	46	8:27 "	2:47 "	
10:28 "	7:14 "	53	8:05 "	2:24 "	
10:45 "	7:30 "	57	7:00 "	2:20 "	
10:48 "	7:50 "	58	7:30 "	2:05 "	
11:22 "	8:21 "	68	7:00 "	1:30 "	
11:54 "	8:51 "	77	6:30 "	12:56 "	
12:25 P.M.	9:15 "	86	6:08 "	12:25 "	
12:45 "	9:30 "	92	5:54 "	12:05 "	
1:05 "	9:47 "	97	5:39 "	11:45 A.M.	
2:08 "	10:24 "	108	5:08 "	10:41 "	
2:41 "	10:47 "	115	4:50 "	10:11 "	
3:07 "	11:06 "	122	4:28 "	9:45 "	
3:45 P.M.	11:35 "	131	4:00 "	9:10 A.M.	
12:14 A.M.		139	3:18 "		
12:32 "		144	3:02 "		
1:15 "		157	2:20 "		
1:50 "		166	1:50 "		
2:21 "		174	1:21 "		
2:46 "		181	12:55 "		
3:13 "		188	12:30 "		
3:57 "		200	11:45 P.M.		
4:51 "		214	10:54 "		
5:17 "		221	10:26 "		
5:45 "		228	10:00 "		
7:15 A.M.		236	8:00 P.M.		

* Meals. † Runs daily. ‡ Mondays excepted. § Sundays excepted.

- Connects with Central Railway, Charleston and Savannah Railway, New York, Philadelphia, Baltimore and Boston Steamships.
- Connects with Macon and Brunswick Railway for Macon, Atlanta and principal cities of South-west.
- Connects with Barnett's line of steamers for Columbus, Fort Gaines, Eufula, Albany and Apalachicola.
- Connects with Pensacola and Georgia Railway for Madison, Monticello, Tallahassee, Quincy, Jacksonville and St. Mark's.
- Connects with Florida Railway for Fernandina, Gainesville and Cedar Keys.
- Connects with Macon and Western Railway for Atlanta and points beyond.

FOR JACKSONVILLE AND POINTS IN FLORIDA.					
Going South.			Going North.		
Accom.	Express	Mils	Accom.	Express	Accom.
7:15 A.M.	4:30 P.M.	0	10:50 A.M.	5:35 P.M.	
10:45 "	7:30 "	57	10:19 "	4:55 "	
3:45 P.M.	11:35 "	131	10:01 "	4:35 "	
4:42 "	12:21 A.M.	143	9:37 "	4:05 "	
5:17 "	12:50 "	151	9:14 "	3:37 "	
6:02 "	1:25 "	163	8:52 "	3:14 "	
6:34 "	1:55 "	171	8:27 "	2:47 "	
7:00 P.M.	2:20 "	179	8:05 "	2:24 "	
	3:30 "	203	7:00 "	2:20 "	
	5:35 "	243	7:30 "	2:05 "	
	7:02 "	263	7:00 "	1:30 "	
	7:07 "		6:30 "	12:56 "	
	9:15 A.M.		6:08 "	12:25 "	

FOR MACON, GA., AND STATIONS ON THE MACON AND BRUNSWICK RAILWAY, WEST OF JESSUP.

FOR MACON, GA., AND STATIONS ON THE MACON AND BRUNSWICK RAILWAY, WEST OF JESSUP.					
Going South.			Going North.		
Accom.	Express	Mils	Accom.	Express	Accom.
7:15 A.M.	4:30 P.M.	0	10:50 A.M.	5:35 P.M.	
10:45 "	7:30 "	57	10:19 "	4:55 "	
3:45 P.M.	11:35 "	131	10:01 "	4:35 "	
4:42 "	12:21 A.M.	143	9:37 "	4:05 "	
5:17 "	12:50 "	151	9:14 "	3:37 "	
6:02 "	1:25 "	163	8:52 "	3:14 "	
6:34 "	1:55 "	171	8:27 "	2:47 "	
7:00 P.M.	2:20 "	179	8:05 "	2:24 "	
	3:30 "	203	7:00 "	2:20 "	
	5:35 "	243	7:30 "	2:05 "	
	7:02 "	263	7:00 "	1:30 "	
	7:07 "		6:30 "	12:56 "	
	9:15 A.M.		6:08 "	12:25 "	

FOR BRUNSWICK, GA., AND STATIONS ON THE MACON AND BRUNSWICK RAILWAY, SOUTH OF JESSUP.

FOR BRUNSWICK, GA., AND STATIONS ON THE MACON AND BRUNSWICK RAILWAY, SOUTH OF JESSUP.					
Going South.			Going North.		
Accom.	Express	Mils	Accom.	Express	Accom.
7:15 A.M.	4:30 P.M.	0	10:50 A.M.	5:35 P.M.	
10:45 "	7:30 "	57	10:19 "	4:55 "	
3:45 P.M.	11:35 "	131	10:01 "	4:35 "	
4:42 "	12:21 A.M.	143	9:37 "	4:05 "	
5:17 "	12:50 "	151	9:14 "	3:37 "	
6:02 "	1:25 "	163	8:52 "	3:14 "	
6:34 "	1:55 "	171	8:27 "	2:47 "	
7:00 P.M.	2:20 "	179	8:05 "	2:24 "	
	3:30 "	203	7:00 "	2:20 "	
	5:35 "	243	7:30 "	2:05 "	
	7:02 "	263	7:00 "	1:30 "	
	7:07 "		6:30 "	12:56 "	
	9:15 A.M.		6:08 "	12:25 "	

On Sunday this train will leave Savannah 7 15 a.m., connecting with train for Macon and Brunswick, and connecting with train from Macon and Brunswick will arrive at Savannah at 9 30 p.m.

SOUTH GEORGIA AND FLORIDA RAILROAD TRAIN.					
Going North.			Going South.		
Accom.	Express	Mils	Accom.	Express	Accom.
8:00 A.M.			10:50 A.M.		
9:55 A.M.			10:19 "		
			10:01 "		
			9:37 "		
			9:14 "		
			8:52 "		
			8:27 "		
			8:05 "		
			7:00 "		
			7:30 "		
			7:00 "		
			6:30 "		
			6:08 "		

Leave every Tuesday, Thursday and Saturday.

GEORGIA RAILWAY.

Hon. JOHN P. KING, President. S. K. JOHNSON, Gen. Supt. J. A. ROBERT, Gen. Ticket Agent. Wm. HARDMAN, Master Mechanic. JAMES FROST, Master Car Builder. General Offices—Augusta, Ga.

Table with columns for Trains Leave, Trains Arrive, and Stations. Includes times for various stations like Augusta, Belair, Berzella, Dearing, Thomson, Camak, Barnett, Crawfordville, Union Point, Greensboro', Oconee, Buckhead, Madison, Rutledge, Social Circle, Covington, Conyers, Lithonia, Stone Mountain, Decatur, and Atlanta.

Trains marked thus * run daily.

Athens Branch.—Train leaves Union Point, daily, except Sunday, for Woodville, Maxey's, Antioch, Lexington, Winters and Athens at 12 25 p.m., arriving at Athens 3 45 p.m.; leaves Athens 7 30 a.m., arriving at Union Point 10 40 a.m. On Monday and Tuesday nights a train leaves Union Point 2 20 a.m., arriving at Athens 5 15 a.m.; leaves Athens 8 00 p.m., arriving at Union Point 11 00 p.m.

Washington Branch.—Train leaves Washington for Ficklin, Raytown and Barnett daily, Sundays excepted, 9 00 a.m., arriving at Barnett 10 30 a.m.; leaves Barnett for Washington 11 55 a.m., arriving at Washington 1 50 p.m. On Monday and Tuesday nights train leaves Washington 10 20 p.m., arriving at Barnett 12 00 night; leaves Barnett 1 50 a.m., arriving at Washington 3 30 a.m.

Macon and Augusta Railroad.—Train leaves Camak for Warrenton, Mayfield, Sparta, Carrs and Milledgeville Junction 12 40 p.m., arriving at the Junction 4 20 p.m.; returning, leaves Milledgeville Junction 6 15 a.m., arriving at Camak 9 25 a.m.

Connects at Augusta with South Carolina; Charlotte, Columbia and Augusta, and Augusta and Savannah Railroads. Connects at Atlanta with Macon and Western, and with Western and Atlantic Railways.

300 GREENVILLE AND COLUMBIA RAILWAY.

H. P. HAMMETT, Pres., Greenville. J. O. MEREDITH, Gen. Supt., Helena. C. V. CARRINGTON, Sec. & Auditor. J. G. EDWARDS, Treasurer. W. A. GIBBES, Gen. Freight Agent. J. F. GADSDEN, Gen. Ticket Agent. R. F. DIVVER, Master Mechanic. H. C. SCANLON, Master Car Builder. W. W. MILLER, Supervisor, Lower Division. M. NICELY, Supervisor, Upper Div. General Offices—Columbia, S. C.

Table with columns for Leave, Arrive, and Stations. Includes times for stations like Columbia, Frost's Mills, Littleton, Alston, Hope's Station, Pomaria, Prosperity, Newberry, Helena, Silver Street, Saluda, Old Town, Chappell's, Ninety-Six, Greenwood, Cokesbury, Abbeville, Barmore's, Donnad's, Honea Path, Belton, Anderson, Williamston, Golden Grove, and Greenville.

BLUE RIDGE RAILWAY.

A train leaves Anderson 4 30 p.m., on arrival of 7 00 a.m. train from Columbia, arriving at Pendleton 5 30 p.m., Walhalla 7 10 p.m.; returning leaves Walhalla 4 00 a.m., Pendleton 5 30 a.m., arrives at Anderson 6 15 a.m., in time to connect with train reaching Columbia 3 45 p.m.

301 SPARTANBURG AND UNION RAILWAY.

THOMAS P. JETER, Pres. & Supt. | F. H. COUNTS, Sec. and Treasurer, Unionville, S. C.

Leave Spartanburg at 5 00 a.m., for Cedar Springs, Parcolch, Unionville, Santuck and Lylesford; arrive at Alston at 11 30 a.m. Leave Alston at 9 30 a.m., arriving at Spartanburg at 7 00 p.m.

302 MACON AND WESTERN RAILWAY.

A. J. WHITE, President. M. L. S. FREEMAN, Treasurer. H. W. BRONSON, Mast. Trans. Wm. A. FULLER, Gen. Ticket Agt. H. P. CLARK, Gen. Freight Agent, Atlanta, Ga.

Table with columns for Leave, Arrive, and Stations. Includes times for stations like Macon, Junction, Howard's, Crawford's, Forsyth, Collier's, Coggin's, Barnesboro', Milner, Thornton's, Griffin, Fayette, Lovejoy's, Jonesboro', Rough and Ready, East Point, and Atlanta.

303 ROME (Ga.) RAILWAY.

W. S. COTHRAN, President; JAS. M. SELKIRK, Supt., Rome, Ga. Trains leave Rome for Kingston and intermediate stations, 7 00 a.m. and 9 15 p.m., arriving at Kingston at 8 30 a.m. and 10 30 p.m. Leave Kingston for Rome at 12 00 noon and 12 15 night, arriving at Rome 1 30 p.m. and 1 30 a.m.

304 SOUTH CAROLINA RAILWAY.

W. J. MAGRATH, President. L. C. HENDRICKS, G. F. & Tkt. Agt. ALFRED TYLER, Vice-President. W. B. SMITH, Master Mechanic. H. T. PEAKE, Gen. Superintendent. JOHN REED, Master Car Builder, Charleston, S. C.

Table with columns for Leave, Arrive, and Stations. Includes times for stations like Columbia, Hampton's, Hopkins, Gadsden, Kingville, Fort Motte, Lewisville, Jamison's, Orangeburg, Branchville, Marsh's, Aiken, Windsor, Williston, Blackville, Graham's, Midway, Branchville, and Charleston.

Summerville and Charleston Passenger train leaves Summerville 7 10 a.m., arriving at Charleston 8 25 a.m. Leaves Charleston 2 50 p.m., arriving at Summerville 4 10 p.m.

Aiken and Augusta Passenger train leaves Aiken 7 50 a.m., stopping at all stations between Aiken and Augusta, arriving there 9 10 a.m. Returning, leaves Augusta 2 10 p.m., arriving at Aiken 3 30 p.m.

Camden Branch.—A train leaves Camden for Boykin, Claremont, Middleton, Clarkson, Kingville, Gadsden, Hopkins, Hampton and Columbia 6 35 a.m., arriving at Columbia 11 00 a.m. Leaves Columbia 1 20 p.m., arriving at Camden 6 00 p.m. N. B.—This train will run daily (except Sunday) between Camden and Kingville; between Camden and Columbia Mondays, Wednesdays and Saturdays.

1 With Charlotte, Columbia and Augusta, and with Greenville and Columbia Railroads.

2 Junction of Camden Branch, and connection of Wilmington and Manchester Railway.

3 With Georgia, and Augusta and Savannah Railways.

4 With Railways diverging from Charleston.

305 MISSISSIPPI, GAINESVILLE AND TUSCALOOSA RAILWAY.

A. K. RAMSEY, President. A. W. McMAHON, Secretary and Treasurer. W. H. CHILDE, Superintendent, Gainesville, Ala.

A Mail train leaves Gainesville for Ramsey and Gainesville Junction at 6 30 a.m. Returning, leaves Junction at 9 30 a.m. Distance, 22 miles.

Connects at Gainesville with Stages running east; at Gainesville Junction with Mobile and Ohio Railway.

GREAT SOUTHERN MAIL ROUTE,

COMPRISING THE FOLLOWING RAILROADS:—

ORANGE, ALEXANDRIA AND MANASSAS, VIRGINIA AND TENNESSEE, EAST TENNESSEE, VIRGINIA AND GEORGIA, MEMPHIS AND CHARLESTON, WESTERN AND ATLANTIC, AND NASHVILLE AND CHATTANOOGA.

Quickest and Shortest Route

TO

New Orleans, Memphis, Atlanta, Nashville,

AND ALL INTERMEDIATE POINTS.

Passengers by this Route avoid all unpleasant Omnibus and Ferry Transfers, Change Cars at Union Depots, and have a chance of viewing some objects of interest along the Route, comprising the following:—

The famous "LONG BRIDGE" over the Potomac River,
 The extensive Fortifications around and beyond Washington,
 The Battle-fields of Bull Run, Manassas, Bristoe, Catlett's, &c.,
 The Rappahannock and Rapidan Rivers, and the
 World-renowned "LOOKOUT MOUNTAIN,"

AND MAY VISIT, AT PLEASURE,

THE VIRGINIA SPRINGS.

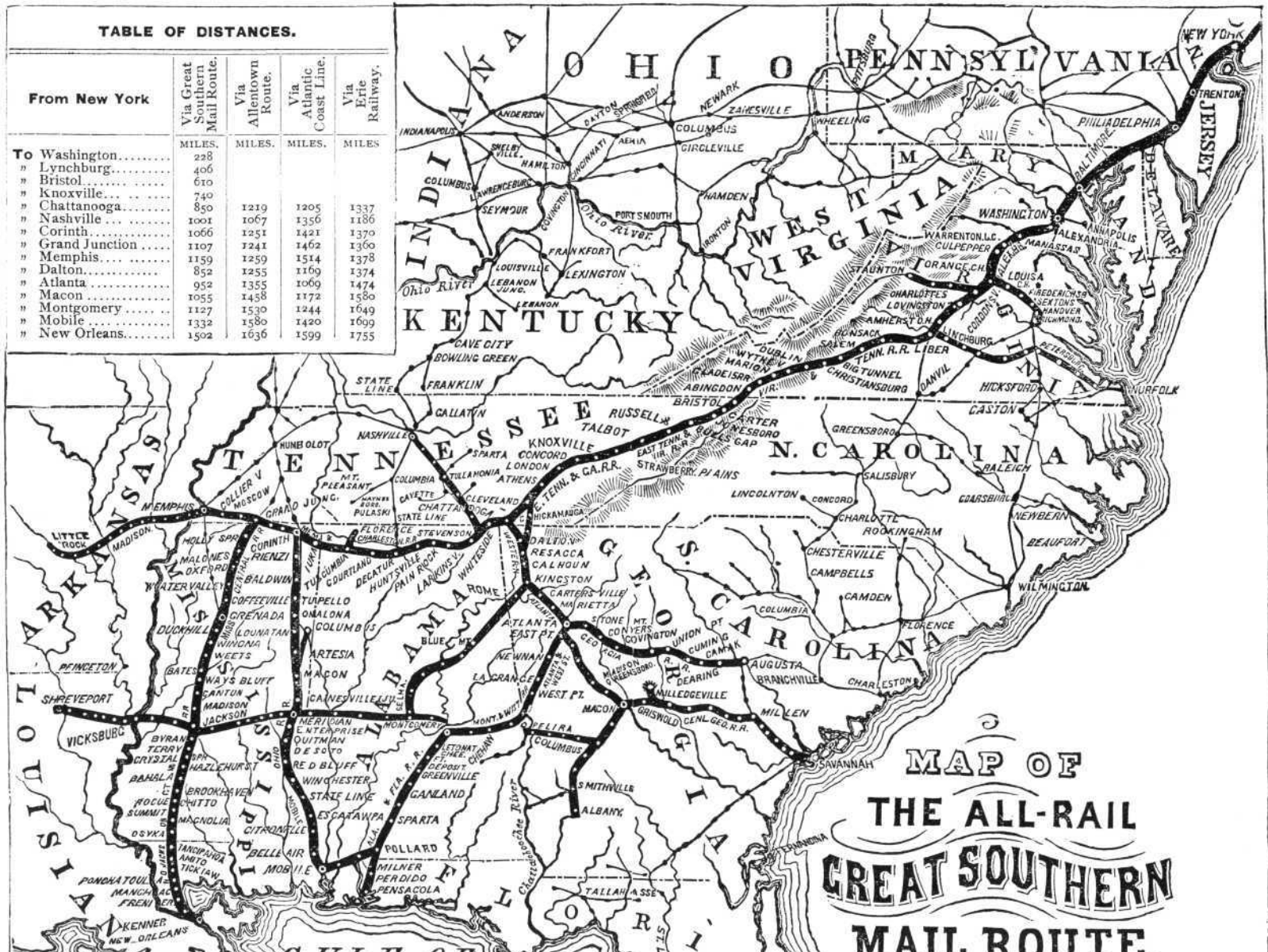
STATIONS.	TIME.	HOURS FROM N. Y.	MILES	STATIONS.	TIME.	HOURS FROM N. Y.	MILES	STATIONS.	TIME.	HOURS FROM N. Y.	MILES
Leave New York.....	9 20 P.M.	N. Y.		Leave Jonesborough...	7 32 A.M.	34 12	642	Leave Holly Springs...	2 07 P.M.	64 47	1122
" Philadelphia.....	11 30 "	90		" Midway.....	9 23 "	36 03	675	" Yocona.....	4 02 "	66 42	1169
" Baltimore.....	4 20 A.M.	7 00	189	" Newmarket.....	11 34 "	38 14	715	" Water Valley...	4 35 "	67 15	1178
" Washington.....	6 55 "	9 35	228	" Knoxville.....	1 14 P.M.	39 54	740	" Grenada.....	6 00 "	68 40	1207
" Alexandria.....	8 00 "	10 40	235	" London.....	2 50 "	41 30	768	" Winona.....	7 10 "	69 50	1230
" Manassas.....	9 24 "	12 04	262	" Athens.....	4 13 "	42 53	795	" West's.....	8 40 "	71 20	1251
" Rappahannock...	10 32 "	13 12	286	" Cleveland.....	6 04 "	44 44	823	" Pickens.....	10 01 "	72 41	1275
" Rapidan.....	11 38 "	14 18	309	" Chattanooga.....	8 00 "	46 40	850	" Canton.....	11 10 "	73 50	1296
" Gordonsville...	12 55 P.M.	15 35	324	" Stevenson.....	10 30 "	49 10	883	" Madison.....	11 50 "	74 30	1307
" Charlottesville...	2 05 "	16 45	345	" Woodville.....	12 25 A.M.	51 05	922	" Jackson.....	12 50 A.M.	75 30	1319
" Lovingsston.....	3 37 "	18 17	376	" Huntsville.....	2 01 "	52 41	947	" Crystal Springs...	2 50 "	77 10	1344
" Lynchburg.....	5 30 "	20 10	406	" Decatur.....	3 28 "	54 08	971	" Hazlehurst.....	2 55 "	77 35	1354
" Liberty.....	7 09 "	21 19	431	" Jonesboro'.....	4 58 "	55 38	996	" Bogue Chitto....	4 35 "	79 15	1384
" Bonsacks.....	8 29 "	23 09	453	" Tusculmbia.....	5 55 "	56 35	1013	" Magnolia.....	5 35 "	80 15	1404
" Shawsville.....	10 13 "	24 53	483	" I-u-ka.....	7 31 "	58 11	1044	" Amite.....	7 25 "	82 05	1434
" Christiansburg...	10 50 "	25 30	494	" Corinth.....	9 30 "	60 10	1066	" Pochatoula.....	8 30 "	83 10	1455
" Wytheville.....	1 41 A.M.	28 21	539	" Pocahontas.....	10 36 "	61 16	1085	" Frenier.....	9 50 "	84 30	1479
" Abingdon.....	5 09 "	31 49	595	" Grand Junction...	12 20 P.M.	63 00	1107	" Kenner.....	10 40 "	85 20	1492
" Bristol.....	5 37 A.M.	32 17	610	Arrive Memphis.....	3 30 "	66 10	1159	Arrive New Orleans..	11 10 A.M.	85 50	1502

N. B.—Passengers purchasing tickets at the Hoffman House, Fifth Avenue Hotel, Dodd's Express, 944 Broadway, New York Hotel, Metropolitan Hotel, Prescott House, St. Nicholas Hotel, Earl's Hotel, French's Hotel, Astor House, Lovejoy's Hotel, Western Hotel, Cortlandt Street, 257 Broadway, 229 Broadway, No. 9 Astor House, 175 Broadway, and at New Jersey Railroad and Transportation Company's Ticket Office, foot of Cortlandt Street, will have full information given them, furnished with a Map and Time-table of the Route, and have their Baggage called for and checked from their residence.

FULL SATISFACTION GUARANTEED TO THE TRAVELING PUBLIC.

TABLE OF DISTANCES.

From New York	Via Great Southern Mail Route.	Via Allentown Route.	Via Atlantic Coast Line.	Via Erie Railway.
	MILES.	MILES.	MILES.	MILES.
To Washington.....	228			
" Lynchburg.....	406			
" Bristol.....	610			
" Knoxville.....	740			
" Chattanooga.....	850	1219	1205	1337
" Nashville.....	1001	1067	1356	1186
" Corinth.....	1066	1251	1421	1370
" Grand Junction.....	1107	1241	1462	1360
" Memphis.....	1159	1259	1514	1378
" Dalton.....	852	1255	1169	1374
" Atlanta.....	952	1355	1069	1474
" Macon.....	1055	1458	1172	1580
" Montgomery.....	1127	1530	1244	1649
" Mobile.....	1332	1580	1420	1609
" New Orleans.....	1502	1636	1599	1755



MAP OF
 THE ALL-RAIL
 GREAT SOUTHERN
 MAIL ROUTE.

307 WASHINGTON, ALEXANDRIA AND GEORGETOWN RAILROAD.

I. H. LATHROP, Receiver. N. G. KING, Superintendent and Cashier. W. J. PHELPS, Gen. Manager. Washington, D. C.

Trains leave Alexandria for Maryland Avenue Depot, Washington, stopping at City Limits, Loudoun Junction, South End Bridge, North End Bridge, at 4 00, 6 00, 8 00 and 10 00 a.m., 1 00, 3 00 and 5 20 p.m., arriving at Maryland Avenue Depot at 4 40, 6 30, 8 30 and 10 30 a.m., 1 30, 3 30 and 5 50 p.m. Leave Maryland Avenue Depot for Alexandria, stopping at all intermediate stations, at 6 05, 7 00, 9 00 and 11 00 a.m., 2 00, 4 20, 6 30 and 7 30 p.m., arriving at Alexandria 6 35, 7 30, 9 30 and 11 30 a.m., 2 30, 4 50, 7 00 and 8 00 p.m.

Sunday Trains.—Leave Maryland Avenue Depot 6 05, 9 00 and 11 00 a.m., 2 00, 4 20 and 7 30 p.m. Leave Alexandria at 4 00, 8 00 and 10 00 a.m., 1 00, 3 00 and 5 50 p.m. Distance, 7 miles. Fare, —.

308 ORANGE, ALEXANDRIA AND MANASSAS RAILWAY.

JOHN S. BARBOUR, President. J. M. BROADUS, Gen. Ticket Agent. WM. H. MARRBURY, Treasurer. F. T. HAWKS, Gen. Freight Agent. I. W. VANDEGRIFT, Chief Engineer and Gen. Supt. Alexandria, Va.

Table for 308 ORANGE, ALEXANDRIA AND MANASSAS RAILWAY showing Trains Leave and Trains Arrive with station names like Washington, Alexandria, Springfield, etc.

Table for 308 MANASSAS BRANCH showing Trains Leave and Trains Arrive with station names like Manassas, Gainesville, Broad Run, etc.

WARRENTON BRANCH. Trains leave Warrenton 9 00 a.m. and 2 30 p.m., arriving at Warrenton Junction 9 45 a.m. and 3 15 p.m. Leave Warrenton Junction 10 15 a.m. and 3 45 p.m., arriving at Warrenton 11 00 a.m. and 4 30 p.m.

CONNECTIONS. Junction of Warrenton Branch. Connects with Chesapeake and Ohio Railway. Connects with Virginia and Tennessee Railway. Connects with Washington and Alexandria, Loudoun and Hampshire Railways. With Manassas Branch Railway.

309 VIRGINIA AND TENNESSEE RAILWAY.

Gen. WM. MAHONE, President. Petersburg, Va. FRANK HUGER, Master of Trans. JNO. W. GOODWIN, Mast. of Road. HENRY FINK, Supt. of Transport'n. F. SYERK, Master of Machinery. N. M. OSBORNE, Secretary. JAMES CLARK, Store-keeper. M. C. JAMESON, Treasurer. General Offices—Lynchburg, Va.

Table for 309 VIRGINIA AND TENNESSEE RAILWAY showing Leave and Arrive times for stations like Lynchburg, Forest, Liberty, Thaxton's, Buford's, etc.

310 EAST TENNESSEE, VIRGINIA AND GEORGIA RAILWAY.

THOMAS H. CALLAWAY, President. JAMES R. OGDEN, Gen. Freight and Ticket Agent. JOSEPH JAKUES, Vice-President. R. C. JACKSON, Gen. Supt. O. H. P. ROGAN, Auditor and Paymaster. JAMES G. MITCHELL, Secretary and Treasurer. General Offices, Knoxville, Tenn.

Large table for 310 EAST TENNESSEE, VIRGINIA AND GEORGIA RAILWAY showing Trains Leave and Trains Arrive with station names like Bristol, Union, Carter's, Johnson's, etc.

CONNECTIONS. At Bristol with Virginia and Tennessee Railway. At Knoxville with railways diverging. At Cleveland with Dalton Branch. At Chattanooga with Memphis & Charleston, and Nashville & Chattanooga, and Alabama & Chattanooga Railroads.

311 KNOXVILLE AND CHARLESTON RAILWAY.

R. C. MORRIS, Chief Engineer. A train leaves Knoxville for Bruce's, Little River and Maryville at 3 30 p.m., arriving at Maryville at 5 00 p.m. Returning, leaves Maryville for Knoxville and intermediate stations at 8 00 a.m., arriving at Knoxville at 9 30 a.m. Distance, 16 miles. Connection is made at Maryville during the Summer with stages to Montvale Springs, nine miles from Maryville.

21 MEMPHIS AND CHARLESTON RAILWAY.

J. WICKS, President.
 J. ROSS, Gen. Superintendent & Parch. Agent, Memphis, Ten.
 S. WILLIAMS, Asst. Superintendent Eastern Div., Huntsville, Ala.
 L. ANDERSON, Assistant Supt. Western Division.

G. ROBERTSON, Secretary & Treas.
 A. A. BARNES, Gen. Ticket Agent.
 J. C. LOPEZ, Gen. Freight Agent.
 F. U. TALLY, Gen. Agent, Memphis, Ten.
 M. BURKE, Master Mechanic.
 A. W. DREW, Master Car Builder.

Leave.			Arrive.		
Exs.	Mail	Mis	Frs.	Mail	Exs.
STATIONS.					
Chattanooga ¹			A. M. P. M.		
N. & C. R. R.			A. M. P. M.		
Stevenson ²			A. M. P. M.		
Fackler's			A. M. P. M.		
Bellefonte			A. M. P. M.		
Scottsboro ³			A. M. P. M.		
Larkinsville			A. M. P. M.		
Woodville			A. M. P. M.		
Paint Rock ⁴			A. M. P. M.		
Brownsboro ⁵			A. M. P. M.		
Fearn's			A. M. P. M.		
Huntsville			A. M. P. M.		
Madison			A. M. P. M.		
Bibb's Lane			A. M. P. M.		
Decatur ⁶			A. M. P. M.		
Trinity			A. M. P. M.		
Hillsboro			A. M. P. M.		
Courtland			A. M. P. M.		
Jonesboro			A. M. P. M.		
Leighton			A. M. P. M.		
Tuscumbia			A. M. P. M.		
Barton			A. M. P. M.		
Cherokee			A. M. P. M.		
Dickson			A. M. P. M.		
I-u-ka			A. M. P. M.		
Burnsville			A. M. P. M.		
Glendale			A. M. P. M.		
Corinth ⁷			A. M. P. M.		
Chewalla			A. M. P. M.		
Pocahontas			A. M. P. M.		
Middleton			A. M. P. M.		
67-Mile-Post			A. M. P. M.		
Saulsbury			A. M. P. M.		
Grand Junction ⁸			A. M. P. M.		
La Grange			A. M. P. M.		
Somerville [Branch]			A. M. P. M.		
Moscow ⁹			A. M. P. M.		
La Fayette			A. M. P. M.		
Collierville			A. M. P. M.		
Neville			A. M. P. M.		
Germantown			A. M. P. M.		
White's			A. M. P. M.		
Buntyn			A. M. P. M.		
Memphis ⁸			A. M. P. M.		

CONNECTIONS.

1 See notes to Nashville and Chattanooga Railway.
 2 Connects with Nashville and Chattanooga Railway.
 3 Crossing of Winchester and Alabama Railway.
 4 Connection of Nashville and Decatur Railway Steamboats—Tennessee, Ohio and Mississippi Rivers.
 5 Crossing of Mobile and Ohio Railway.
 6 Junction of Mississippi Central Railway.
 7 Somerville Branch diverges.
 8 Connects with Mississippi and Tennessee Railway.
 9 Connects with Memphis and Louisville Railway.

323 MISSISSIPPI CENTRAL RAILWAY.

Leased by Southern Railroad Association.

SAM. TATE, President.
 E. D. FROST, Gen. Superintendent.

D. B. MOREY, Gen. Ticket Agent,
 Water Valley, Miss.

Trains Leave.			Trains Arrive.		
Exs.	Mail	Mis	Frs.	Mail	Exs.
STATIONS.					
Humboldt			A. M. P. M.		
Mobile & Ohio R. R.			A. M. P. M.		
Jackson ¹			A. M. P. M.		
Medon			A. M. P. M.		
Toons			A. M. P. M.		
Bolivar			A. M. P. M.		
Middleburg			A. M. P. M.		
Hickory Valley			A. M. P. M.		
Grand Junction ²			A. M. P. M.		
Davis' Mills			A. M. P. M.		
Lamar			A. M. P. M.		
Hudsonville			A. M. P. M.		
Holly Springs			A. M. P. M.		
Waterford			A. M. P. M.		
Abbeville			A. M. P. M.		
Oxford			A. M. P. M.		
Yocona			A. M. P. M.		
Water Valley ³			A. M. P. M.		
Coffeetown			A. M. P. M.		
Torrance			A. M. P. M.		
Grenada ⁴			A. M. P. M.		
Elliott's			A. M. P. M.		
Duck Hill			A. M. P. M.		
Winona			A. M. P. M.		
62 Mile Siding			A. M. P. M.		
West's			A. M. P. M.		
Durant			A. M. P. M.		
Goodman			A. M. P. M.		
Pickens			A. M. P. M.		
Vaughan's			A. M. P. M.		
Way's Bluff			A. M. P. M.		
Canton ⁵			A. M. P. M.		

1 Connects with Mobile and Ohio Railway.
 2 Connects with Memphis and Charleston Railway.
 3 Connects with Mississippi and Tennessee Railway.
 4 Connects with New Orleans, Jackson and Great Northern Railroad.

324 NEW ORLEANS, JACKSON AND GREAT NORTHERN RAILWAY.

G. T. BEAUREGARD, President.
 B. F. PETERS, Cashier.
 T. S. WILLIAMS, Gen. Supt.

J. YONGE, Gen. Ticket Agent.
 A. D. SHELDON, Gen. Pass. Agent,
 New Orleans, La.

Trains Leave.			Trains Arrive.		
Exs.	Mail	Mis	Frs.	Mail	Exs.
STATIONS.					
Canton ¹			A. M. P. M.		
Calhoun			A. M. P. M.		
Madison			A. M. P. M.		
Tugaloo			A. M. P. M.		
Jackson ²			A. M. P. M.		
Byram			A. M. P. M.		
Terry			A. M. P. M.		
Crystal Springs			A. M. P. M.		
Hazelhurst			A. M. P. M.		
Beauregard			A. M. P. M.		
Brookhaven			A. M. P. M.		
Bogue Chitto			A. M. P. M.		
Summitt			A. M. P. M.		
Magnolia			A. M. P. M.		
Osyka			A. M. P. M.		
Tangipahoa			A. M. P. M.		
Amite			A. M. P. M.		
Tickfaw			A. M. P. M.		
Ponchatoula			A. M. P. M.		
Manchac			A. M. P. M.		
Frenier			A. M. P. M.		
Kenner			A. M. P. M.		
New Orleans ³			A. M. P. M.		

1 Connects with Southern Railroad Association.
 2 Connects with Vicksburg and Meridian Railway.
 3 Connects with Steamers for New York, Galveston, Mobile, Havana, &c., and all the ports of the Mississippi, Red and other Rivers.
 4 Connects with New Orleans, Opelousas and Great Western Railway.

325 PONCHARTRAIN RAILWAY.

GEORGE PANDELY, General Superintendent.

Leave New Orleans (New Depot) for the Lake at 6 00, 8 00 and 10 00 a.m., 12 00 noon, 2 00, 3 00, 4 00, 5 00, 6 00 and 7 00 p.m.
 Leave the Lake at 5 00, 7 00, 9 00 and 11 00 a.m., 1 00, 3 00, 4 00, 5 00, 6 00 and 7 00 p.m.
 Trains run hourly on Sundays from 6 00 a.m. until 7 00 p.m.

326 NEW ORLEANS AND CARROLLTON RAILWAY.

G. T. BEAUREGARD, President. J. M. REID, Superintendent.

Trains leave New Orleans for Carrollton at 6 00, 7 00, 8 00, 9 00, 10 00 and 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00 and 10 00 p.m. Returning, leave Carrollton at 6 00, 7 00, 8 00, 9 00, 10 00 and 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00 and 9 00 p.m. Sunday afternoons from 2 00 till 8 00 p.m., every half hour.

22 MISSISSIPPI AND TENNESSEE RAILWAY.

M. WHITE, President.
 S. LIVERMORE, Gen. Supt.

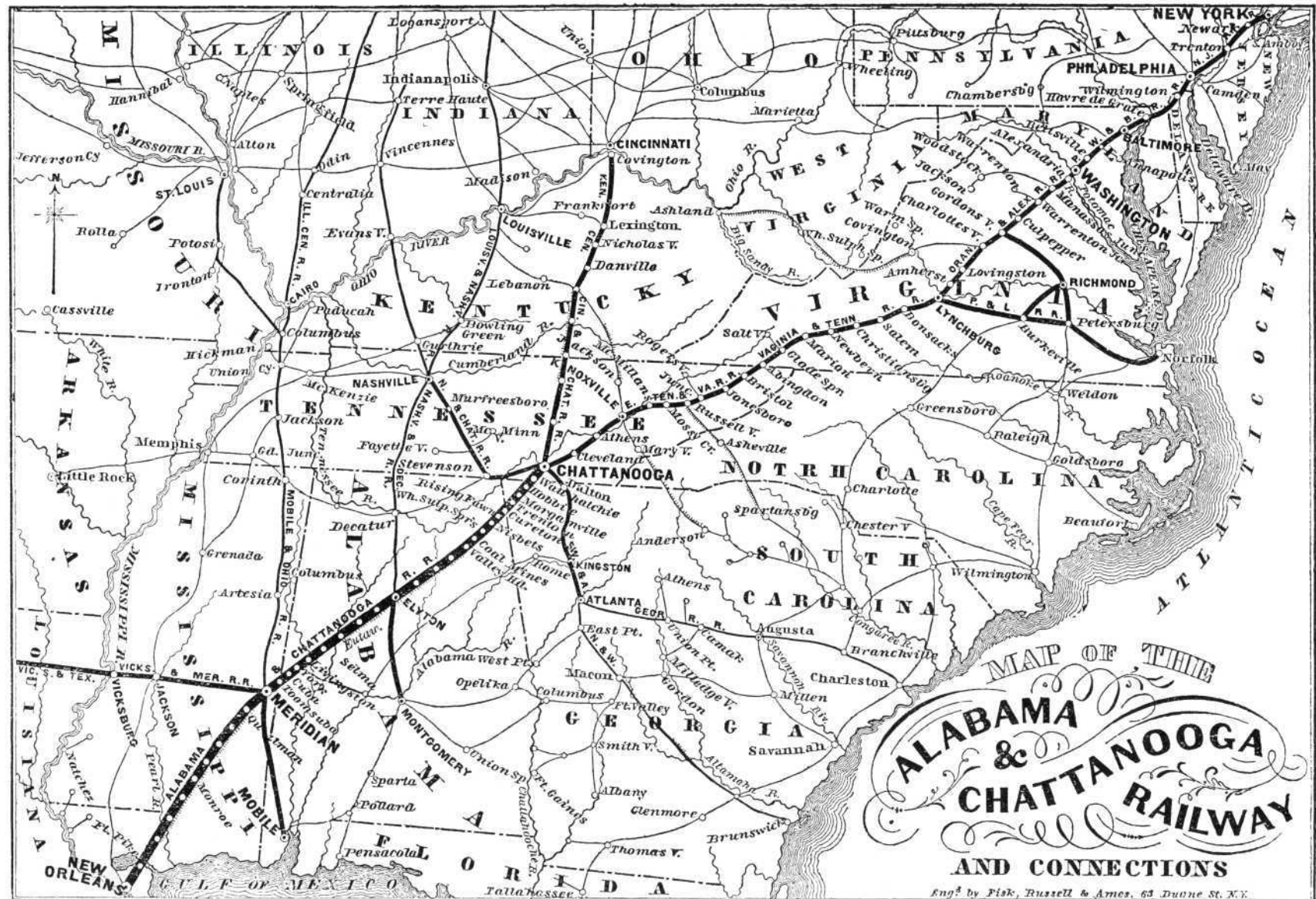
C. P. OAKLEY, Gen. Fgt & Tkt Agt.
 S. LAMB, Treas., Memphis, Tenn.

Trains Leave.			Trains Arrive.		
Exs.	Mail	Mis	Frs.	Exs.	Mail
STATIONS.					
Memphis			A. M. P. M.		
White Haven			A. M. P. M.		
Horn Lake			A. M. P. M.		
Hernando			A. M. P. M.		
Coldwater			A. M. P. M.		
Senatobia			A. M. P. M.		
Como			A. M. P. M.		
Sardis			A. M. P. M.		
Batesville			A. M. P. M.		
Long Creek			A. M. P. M.		
Pope's			A. M. P. M.		
Oakland			A. M. P. M.		
Garner			A. M. P. M.		
Hardy			A. M. P. M.		
Crenada ²			A. M. P. M.		

Connects with Memphis and Louisville, and Memphis and Charleston Railways.
 With Mississippi Central Railway.
 Mail and Express Trains, North and South, run daily.
 STANDARD OF TIME.—Clock in Superintendent's office in Memphis.

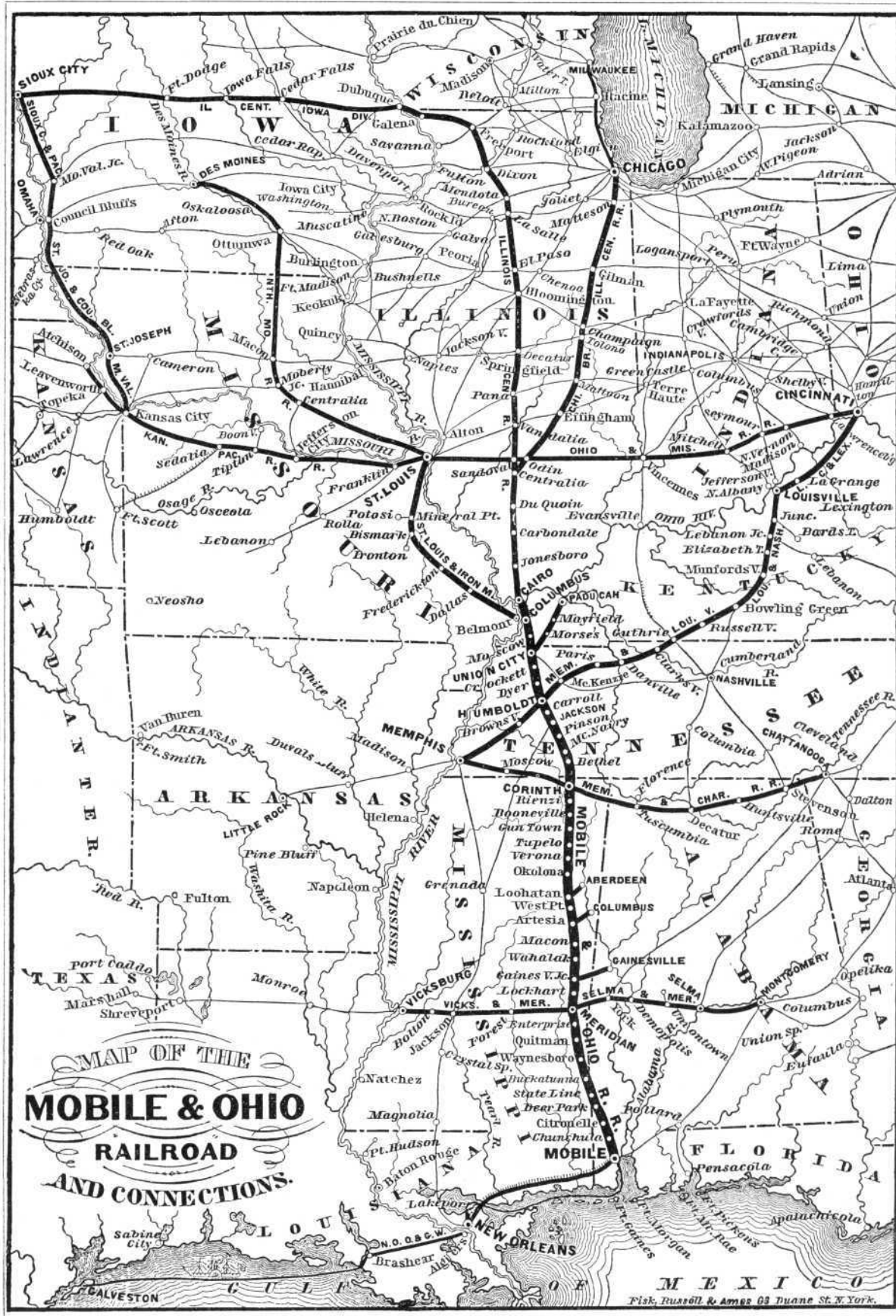
* Daily. † Daily, Sundays excepted.
 Through Fare, \$15 50. Way Fares, about 5 cents per mile.

1. **Somerville Accommodation.**—A train leaves Memphis for Somerville and intermediate stations daily, except Sundays, 4 40 p.m., arriving at Somerville 8 30 p.m. Returning, leaves Somerville for Memphis, etc., 6 40 a.m., arriving at Memphis 9 45 a.m.
 2. **Grand Junction Accommodation.**—Train leaves Memphis for Beal, St. Switch, Buntyn's, White's, Germantown, Neville, Collierville, Lafayette, Somerville, La Grange and Grand Junction, 6 30 p.m., arriving at Grand Junction 10 45 p.m. Returning, leaves Grand Junction 4 50 a.m., arriving at Memphis 8 15 a.m.
 3. **Florence Branch.**—Trains leave Tuscumbia at 9 50 a.m. and 3 30 p.m., arriving at South Florence 10 a.m. and 2 50 p.m. Leaveouth Florence at 9 00 a.m. and 1 40 p.m., arriving at Tuscumbia at 2 00 a.m. and 2 00 p.m.



MAP OF THE
ALABAMA & CHATTAHOOGA RAILWAY
 AND CONNECTIONS

Eng'd by Fisk, Russell & Ames, 63 Duane St. N.Y.



INDEX TO RAILWAY STATIONS,

COMPRISING THE

Principal Towns, Cities and Villages on Railway Lines throughout the U. S. and Canada,

AMENDED AND CORRECTED UP TO DATE.

- Abbeville, Miss. So. R.R. & A.
 Abbeville, S.C. Gry. & Col.
 Aberdeen, Md. P. W. & Bal
 Abilene, Kan. Kan. Pac.
 Abingdon, Ill. Chic. B. & O.
 Abingdon, Va. Va. & Tenn.
 Abington, Mass. Old Colony
 Abington, Pa. Del. L. & W.
 Abington, Pa. No. Penna.
 Absecon, N. J. Cam. & Atl.
 Ackley, Ia. Ill. Cent.
 Acquia Creek, Va. R.F. & P.
 Acton, C. E. Gr. Trunk.
 Acton, Ind. Ind. C. & Laf.
 Acton West, Can. Gr. Trunk
 Acworth, Ga., West & Atl.
 Ada, Mich., Det. & Mil.
 Ada, O. P. Ft. W. & Chic.
 Adair, Ia., C. R. I. & Pac.
 Adairsville, Ga., West & At.
 Adams, Ga., So. West.
 Adams, Ind., Ind. C. & Laf.
 Adams, Minn. Mil. & St. P.
 Adams, N. Y. R. W. & Ogd.
 Adams, O., Tol. W. & West.
 Adams, Pa., Pitt. & Conn.
 Adams Basin, N. Y. Cent'l.
 Adams Cen. N. Y. R. W. & O.
 Adams Mills, O. P. C. & St. L.
 Adams Run, S. C. C. & Sav.
 Adamsville, N. Y., Alb. & S.
 Adamsville, Pa., A. & Gt. W.
 Adgers, S. C., Char. & S. C.
 Addison, N. Y. Erie.
 Adrian, Mich. L. S. & M. So.
 Adrian, N. Y. Erie.
 Adrian, O., Cin. S. Clev.
 Afton, Ia., B. & Mo. Riv.
 Afton, N. Y., Alb. & Sus.
 Afton, Va., Ches. & Ohio.
 Afton, Wis., C. & N. West.
 Agawam, Mass., Cape Cod.
 Agency City, Ia. B. & Mo. R.
 Aiken, S. C., So. Car.
 Ailsa Craig, C. W. Gr. Trunk
 Air Hill, O., Day. & Un.
 Ainsworth, Ill. P. Ft. W. & C.
 Ainsworth, O. L. S. & M. So.
 Ainsworth, Ia., C. R. I. & Pac.
 Air Line, In. O. L. S. & M. So.
 Akron, N. Y., N. Y. Cent'l.
 Akron, O. A., & Gt. West.
 Akron, Ct., Z. & Cin.
 Aladdin, Pa., All. Val.
 Alba, Pa., No. Central
 Albany, Ga., So. West.
 Alb'y, N. Y., H. Riv. N. Y. C.
 B. & Alb. N. Y. & H. Rens.
 & Saratoga; Alb'y & Susq.
 Albany, Ill., West Union
 Albany, Tenn., M. & Lou.
 Alba, Ia., B. & Mo. R.
 Albion, Mich., Mich. Cent.
 Albion, N. Y., N. Y. Cent.
 Albion, N. Y., R. W. & Ogd.
 Albion, R. I., Prov. & Wor.
 Albion Pa., Erie & Pitts.
 Alburgh, Vt., Vt. Central
 Alburgh Springs, Vt., Vt. C'l
 Alburts, Pa., Cata. & Fog.
 Alcovy, Ga., Georgia
 Alden, N. Y., N. Y. Central
 Alden, N. Y. Erie
 Alden, Wis., C. & N. W.
 Alder Ck, N. Y. Ut. & Blk R.
 Aledo, Ill., C. B. & O.
 Alexander, S. Ill. Tol. W. & W.
 Alexander, N. Y. Erie
 Alexander's, S. R. & Dal.
 Alexandria, R. O. P. C. & St. L.
 Alexandria, Va. O. A. & Man.
 Alfred, Me. Port & Roch.
 Alfred, N. Y. Erie
 Alfred, Ind. C. C. Cin. & Ind.
 Algiers, La. N. O. O. & Gt. W.
 Algonquin, Ill., C. & N. W.
 Alkali, Wyo., U. Pac.
 Allanburg, Can. Welland
 Allandale, Can. Northern C.
 Allatoona, Ga., West & Atl.
 Allegan, Mich. Kal. A. & Gr. R.
 Alleghany, Pa. Ft. W. & Chic.
 Alleghany, N. Y. Erie
 Alleghany Jn. West Penn.
 Allen's Atl. & Gt. West.
 Allen's, Mich. L. S. M. & S.
 Allen, Mo., No. Missouri
 Allen, Ga., So. Western
 Allen's Ga., Aug. & Sav.
 Allen's Tenn., Mem. & Lou.
 Allen, Texas, G. H. & Hend.
 Allendale, N. Y. Erie
 Allensville, Ky., L. & Nash.
 Allenton, Mo., Pacific
 Allentown, Pa., Lehigh V.
 Allerton's, N. J., Northern
 Allin, Ill., Chic. & Alton.
 Alliance, O. P. Ft. W. & Chic.
 Alliance, O., Clev. & Pitts.
 Alma, Ill., O. & Miss.
 Alma, Ill., Ill. Cent.
 Almond, N. Y. Erie
 Almonk, Can., B. & Ottawa
 Alpine, Ala., S. R. & Dalt.
 Alpine, Ia., Des. M. Valley
 Alpine, Ind. W. Wat. Valley
 Alsipville, Pa., Pitts. & Con.
 Alston, S. C. Spar. & Union
 Alston, Mass., B. & Alb.
 Alston, S. C., Green & Col.
 Alta, Cal., Cent. Pacific
 Altamont, Md., Balt. Ohio
 Alterton, Pa., Cum. Valley
 Alton, N. H. Dover & Winn.
 Alton, N. Y. Erie
 Alton, Ill., C. & Alt.
 Alton, Ill., Ind. & St. Louis
 Alton, O., Little Miami
 Altona, Ill., C. B. & O.
 Altona, N. Y. Og. & L. Cham.
 Altoona, Pa., Penn. Cent.
 Alum Ck. O., Cent. Ohio
 Amanda, O., Cin. & Zanes.
 Amazonia Mo. St. Jos. & C. Bl.
 Amboy, Ill., Ill. Central
 Amboy, Ind., C. C. & I.
 Amberson's, Ala. S. R. & Dalt.
 Amelia, C. H. Va. R. D. & Pt.
 Amenia, N. Y., N. Y. & Har.
 Americus, Ga., So. West.
 Ames, Ia., Chic. & N. W.
 Amesbury, Mass., Eastern
 Amherst, L. S. & Mich. So.
 Amherst, N. H. Bos. & Low.
 Amherst, Mass., N. L. Nor.
 Amherst, O. Cin. S. & Cle.
 Amherst, Va., O. A. & Man.
 Amieville, Pa., Pitts. & Con.
 Amite, La., N. O. J. & Gt. N. R.
 Amity, Ind., Jeff. M. & Ind.
 Amo, Ind. T. Haute & Ind.
 Amnsden, O. L. Erie & Lou.
 Amsterdam, N. Y., N. Y. C'l
 Anagance, N. B. En. & N. R.
 Anomosa, Ia., Dub. S. West
 Anchorage, Ky., L. Cin. & L.
 Anderson, Ga., So. Western
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 & N. W.
 West Camden, N. Y., R.
 W. & Ogdensburg.
 West Canaan, N. H., Nor.
 West Chasy, N. Y., M. &
 Platt
 West Chelmsford, Mass.,
 B. & Low.
 West Chester, Pa., W. & Ph.
 Westchester Intersec., Pa.,
 Pennsylvania Central
 West Concord, N. H., C.
 & Cl.
 Westcott, Minn., Mil. & St. P.
 West Cornwall, Ct., Housa.
 West Creek, Pa., Phil. & E.
 W. Danvers, Mass., Newt. b'
 W. Dudley, Mass., B. H. & E.
 W. Epping, N. H., Con. & Por.
 Westerly, R. I., Ston. & P.
 Westerville, O., C. C. C. & I.
 West Falmouth, Me., P. & I.
 Westfield, N. J., Central
 Westfield, N. Y., B. & E.
 Westfield, Mass., B. & Alb.
 Westfield, O., C. H. & D.
 West Fitchburg, Mass., Fitch.
 West Flushing, N. Y., Fl.
 Westford, N. H., Bos. & Low.
 West Granville, Pa., No. C.
 West Grove, Pa., P. & Bal. C.
 West Grove, Mo., No. Mo.
 West Harpeth, Tenn., N. & D.
 West Harton, Vt., Vt. Cent.
 West Haven, Ct., N. Y. & N. H.
 W. Henniker, N. H., Cont R.
 W. Hingham, Mass., So. Sh.
 White Horse, N. J., C. & At.
 White Horse, Pa., Ches. Val.
 White House, Florida Tall.
 Pensacola & Georgia
 Whitehouse, O., T. W. & W.
 Whitehouse, Va., R. & Y. R.
 White Mills, N. Y., Erie
 White Oak, Mch., Mch. Cen.
 White Oak, Pa., O. Cl. & A. R.
 White Oak, S. C., Char. &
 So. Carolina
 White Oak Bottom, Md.,
 Baltimore & Ohio
 White Pigeon, Mich., Lake
 Shore & Mich. So.
 White Pigeon, M., St. Jos. V.
 White Plains, N. Y., Har. V.
 White Plains, Nev., C. Pac.
 White Pond, S. C., So. Car.
 White River Junc. Vt., Cen.
 " Conn. & Pass. Riv.
 " Northern N. H.
 White's, Can., L. & Pt. St.
 White's, Pa., West. Penn.
 White's, Tenn., M. & Char.
 White's, Tenn., Miss. & T.
 Whitesboro, N. Y., Central
 Whitesburg, Tenn., E. T. & V.
 Whiteland, In., Jeff. M. & I.
 Whiteside, Tenn., N. & Cha.
 White Sulph' N. C., W. N. C.
 White Sulph' O., C. C. & I.
 White Sulphur Springs, Va.,
 Ches. & Ohio
 Whitestown, Ind., I. C. & L.
 Whitesville, Ind., L. N. A. & C.
 Whitesville, N. C., W. & Man.
 Whitewater, Wis., Mil. &
 St. Paul
 Whitefield, Ga., Atl. & W. Pt.
 Whitefield, Ia., B. & Mo. R.
 Whiting, Vt., Rut. & Bur.
 Whiting's, Mass., Pr. & Wor.
 Whitney's Pt., N. Y., SB & N. Y.
 Wickford, R. I., St. & Prov.
 Wickham, N. B., N. B. & C.
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 Wickliffe, O., L. S. & M. So.
 Wicklives, N. S., Nov. Sco.
 Widder's Can., Gr. Trk.
 Wiggs, Ind., Jeff. M. & I.
 Wilbraham, Mass., B. & Alb.
 Wilcox, Pa., Phil. & Erie
 Wiley's, Ind., C. C. & I. C.
 Wilkes, S. C., Char. & Sav.
 Wilkesbarre, Pa., Leh. & S.
 Wilkinsburg, Penn., Cent.
 Willett's Run, B. & Ohio
 Williams, Ala., Mob. & M.
 Williams, Ind., T. H. & Ind.
 Williams Br., N. Y., Har.
 Williamsburg, Can., Gr. Trk.
 Williamsburg, Mass., New
 Haven & Northampton
 Williamsburg, Ind., T. W.
 & Western
 Williamsport, O., Cin. & Z.
 Williamsport, Pa., P. & Erie
 Williamsport, Pa., Catawis.
 Williamson, S. C., G. & Col
 Williamsville, Ill., C. & A.
 Williamsville, Kan., Kan.
 Pacific
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 Watertown & Ogdens' G.
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 Williston, S. C., So. Car.
 Williston, Vt., Vt. Central
 Willow Gr., Del., Delaware
 Willow Island, Neb., Union
 Pacific
 Willow Springs, Ill., Chic.
 & Alton
 Willow Tree, Long Island
 Willoughby, O., Lake Sho.
 & Mich. Southern.
 Willow Valley, Ind., O. & M.
 Wilmarth, Pa., P. & Erie
 Wilmette, Ill., C. & N. W.
 Wilmington, Del., P. Wil.
 & Baltimore, Delaware
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 Wilmington, O., Cin. & Zan.
 Wilmington Jn., Mass.,
 Boston & Maine
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 Wilson's, Ind., C. C. & I. C.
 Wilson, N. C., W. & W.
 Wilsonburg, Va., B. & Oh.

INDEX TO RAILWAY STATIONS.

Wilson Ck., Kan., Kan. Pac.	Winnemucca, Nev., Cen. Pacific.	Woodford, Me., Port. & R.	Worcester, Nor. & Wor.	Yazoo, Ia., S. City & Pac.
Wilson's, Ind., L. N. A. & C	Winneconna, Wis., M. & StP	Woodford's, Me., P. & Ken.	" Prov. & Wor.	Yeagertown, Pa., Penn. C.
Wilson's, N. H., M. & Law	Winnemac, Ind., C. C. & I. C.	Woodford's, Va., R. F. & P.	" Wor. & Nashua	Yellow Bank, Ind., White
Wilson's, Va., South Side	Winnetka, Ill., C. & N. W.	Woodhaven, Long Island.	Worthington, Ia., D. & S. W.	Water Valley
Wilsonville, Ala., S. R. & D.	Winnipauk, Ct., Dan. & Nor.	Woodhull, Ill., C., B. & Q.	Worthington, O., C. C. C. & I.	Yellow Bird, O., Cin. &
Wilton, Ct., Dan. & Nor.	Winnboro, S. C. Ch. & So. C.	Woodington, O. C. C. & I. C.	Worthington, Ind., J. M. & I.	Zanesville
Wilton, Ia., C., R. I. & P.	Winona, Minn., W. & St. Pet.	Woodland, Ky., Lou. & Na.	Wright, Ky., Ky. Central	Yellow Cr'k, O., Cl. & Pitts
Wilton, Me., Andros.	Winona, Miss., S. R. R. A.	Woodland, Pa., P. & Bal. C.	Wright's, Mo., No. Mo.	Yellow Spr'gs, O., L. Miami
Wilton, N. H., B. & Lou.	Winooski, Vt., Vt. Central	Woodland, Pa., Penn. Cen.	Wright's Ferry, Wis., Mil-	Yellow Spring, Pa., Sch. &
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& Hocking Valley	Winthrop, Mo., Mo. Valley	Woodson, Ill., C. & Alt.	Wyneta, Ill., C., B. & Q.	Yorktown, N. J., West Jer.
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Windsor, Can. E., Gr. Tk.	Wolcottville, Ct., Naugat'k	Woodstock, Va., O. A. & Man	Xenia, Ill., Ohio & Miss.	Young America, Ill. C. B.
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Windsor, N. S., Nov. Sco.	Womelsdorf, Pa., P. & Rdg.	Woodsville, N. H., B. C. & M.	Yalesville, Ct., N. H., H. & S.	Renn. & Sar.
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Windsor, S. C., So. Car.	Woodville, Ala., M. & Ch.	Woodville, Ga., Georgia	Yaphank, Long Island.	Youngstown, Pa. P. F. W. & C.
Windsor, Va., Nor. & Pet.	Woodville, Ia., Des. M. Val.	Woodville, Mich., Mich. C.	Yardville, N. J., C. & Amb	Youngsville, Pa. Phil. & Erie
Windsor, Vt., Vt. Central	Woodville, Wis. C. & N. W.	Woods, O., Cin. & Ind. Jn.	Yarmouth, Can., L. & Pt. St.	Ypsilanti, Mich., Mich. Cen.
Windsor, Wis., West. Un.	Woodsards, N. Y., B. & Wash	Woodville, Mich., Mich. C.	Yarmouth, Me., Gr. Tr.	Zaleski, O., Mar. & Cin.
Windsor Locks, Ct., N. H.,	Woodbine, N. J., W. Jer.	Woodworth, Wis. C. & N. W.	Yarmouth, Mass., C. Cod	Zanesville, O., Cent. Oh.
Hartford & Springfield	Woodbine, Ia., C. & N. W.	Woonsocket, R., I. B. H. & E.	Yarmouth Jn., Me., Port.	Cin. & Zanes
Winona, Can., Gr. West.	Woodbine, Pa., Penn. Cen.	Woonsocket, R., I. P. & W.	& Kennebec	Zilwaukee, Mich., J. L. & S.
Winfield, Ill., C. & N. W.	Woodburn, Ia., B. & Mo. R.	Wooster, O., P., Ft. W. & Chi	Yarmalton, Ky., L. Cin. & L.	Zionsville, Ind., I., C. & Laf.
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Wingos, Ky., N. O. & Ohio	Woodburn, Ky., Lou. & N.	Wootens, Ga., So. West.	Yatesville, Ill., Chic. & Alt.	Zoar, O., Clev. & Pittsburg
Winnebago, Ill., C. & N. W.	Woodbridge, N. J., PA. & WB	Worcester, Mass., B. & Alb.	Yatesville, Pa., Leh. & Sus.	Zuni, Va., Nor. & Petersb.
	Woodbury, N. J., W. Jer.	" Fitchb. & Wor.		

HOTEL ADVERTISEMENTS.

FIRST-CLASS HOTELS REPRESENTED IN THESE ADVERTISEMENTS.

ADDISON, N. Y.

AMERICAN HOTEL.—Thirty miles west of Elmira, on the Erie Railway. This is a fine house, large and commodious, and, with the widespread reputation of the proprietors as hotel-keepers, can be recommended to all as a first-class hotel. Free omnibus to all trains.
J. & H. ELDRIDGE, Proprietors.

ALTOONA, PA.

LOGAN HOUSE.—This popular hotel has been entirely refitted during the past summer, and offers unusual attractions and conveniences for tourists or pleasure-seekers. J. D. McCLELLAN, Supt.

AUGUSTA, GA.

GLOBE HOTEL.—This first-class Hotel, kept by Virginians, extends "a hearty old Virginia welcome" to all visitors. Accommodations unrivaled and unexceptionable. W. C. HEWITT & SON, Prop's.

BATAVIA, N. Y.

WILSON HOUSE (Main street).—This splendid Hotel has just been built, and is fitted throughout with entire new Furniture and Fixtures, and has ample first-class accommodations for guests. A Free Omnibus to and from all Railroad trains. H. W. MOSMAN, Proprietor.

BUFFALO, N. Y.

CONTINENTAL HOTEL.—Buffalo, N. Y. Adjoining New York Central, Lake Shore, Buffalo and Washington, and Erie Railway Depots. H. T. MEECH & SONS, Proprietors.

CHICAGO, ILL.

TREMONT HOUSE.—The reputation of this hotel is so widely known that an advertisement is scarcely necessary; but it is advisable to inform the public that during the past year upwards of \$60,000 has been spent in refurnishing and redecorating the hotel, and the association of Messrs. FELT and TURNER with the proprietor, Mr. DRAKE, is a guarantee that travelers will find every want anticipated.

COLUMBIA, S. C.

NICKERSON HOUSE.—A first-class hotel, in which every attention is paid to the comfort and convenience of travelers. Under the able management of Mr. WM. A. WRIGHT, the Nickerson house is daily becoming the most popular resort in Columbia, S. C. Price, \$3 per day.

CINCINNATI, OHIO.

BURNET HOUSE.—A. C. JOSLIN & Co., Proprietors.—Mr. Joslin's well-known experience in hotel-keeping is a guarantee to travelers that they will find every modern convenience and a first-class cuisine. The hotel has been entirely refitted under Mr. Joslin's superintendence, and is now the most comfortable and convenient resort in the city.

CLEVELAND, OHIO.

KENNARD HOUSE.—This is, without exception, one of the best kept hotels west of New York. It commands an excellent view of the Lake, and for cleanliness, comfort and other conveniences, cannot be surpassed. JOHN M. BETTMAN, Superintendent.

ENFIELD FALLS, N. Y.

ENFIELD FALLS HOTEL.—This first-class Summer retreat is situate six miles south of Ithaca, N. Y., and is located among the finest scenery in America. Height of Falls 230 feet. J. R. BOWEN, Prop.

CALVESTON, TEXAS.

EXCHANGE HOTEL (late Island City Hotel) is one of the best houses in the South, where every convenience is furnished and every want anticipated. MOORE & SUMMERS, Proprietors.

ITHACA, N. Y.

ITHACA HOTEL.—The Ithaca Hotel, fitted up with the most modern improvements, is a first-class house for tourists and travelers. Free carriages to cars and boats. Col. W. H. WELCH, Prop.

TOMPKINS HOUSE.—This fine Hotel is now being thoroughly repaired and enlarged, and is beautifully located near the Cornell University, making it a very desirable home for travelers and pleasure seekers.

Free omnibus to cars and boats.

HOLMES & STAMP, Proprietors.

LE ROY, N. Y.

EAGLE HOTEL.—This well-known hotel having changed hands, and undergone thorough and substantial repairs, with extensive additions, may, from these facts, and the beautiful surrounding scenery, be considered one of the most desirable hotels in Western New York. EDWARD SEARCH, Proprietor.

LOUISVILLE, KY.

THE GALT HOUSE, containing elegant accommodations for more than 700 guests, may be justly considered the best finished hotel, as to all its appointments, in the United States. The well-deserved popularity of COLONEL JOHNSON, the Proprietor, is a guarantee to the traveling public that the entertainment is first-class.

MONTGOMERY, ALA.

BROWN'S HOTEL.—The largest Hotel in Georgia; first-class in every particular; replete with all the modern conveniences, and opposite the Railroad Depot. E. E. BROWN & SONS, Proprietors.

NEW YORK CITY.

ASTOR HOUSE, Broadway, fronting the City Hall Park. This long established and well-known hotel has been entirely refitted, and with its unequalled system, still gratefully presents itself to the traveling public. CHAS. STRETSON'S SONS, Proprietors.

ST. NICHOLAS HOTEL.—S. HAWKE, Proprietor.—This is perhaps the largest hotel in the city, replete with every convenience for families, and, from its proximity to the fashionable stores on Broadway, must always prove a favorite resort for transient visitors. The hotel is capable of accommodating 1000 guests.

THOMAS' RESTAURANT.—28 West Fourth Street, near Broadway.—This restaurant is deservedly popular with residents and transient visitors. Elegant dining room for private parties. Meals to order at all hours. T. W. P. WRIGHT, Proprietor.

NIAGARA FALLS.

INTERNATIONAL HOTEL.—J. T. FULTON, Proprietor.—Among the many excellent hotels which are usually open in this fashionable place of Summer resort from May 1st to November 1st, none deserves more commendation than this one, which is capable of accommodating 600 guests, and the tourist and pleasure-seeker will alike find it worthy of a visit.

OMAHA, NEB.

METROPOLITAN HOTEL, corner of Douglas and 12th Streets. This hotel is located in the central and business part of the city, contiguous to all places of amusement. It is lit throughout with gas, and has Chalmers' patent annunciator communicating with every room in the house. D. A. VAN NAME, Jr., Proprietor.

OWEGO, N. Y.

PARK HOTEL.—This is the only first-class hotel in the city, containing all modern improvements. Free omnibus to and from all trains. MAJOR A. FIELD, Proprietor.

PHELPS, Ontario County, N. Y.

PHELP'S HOTEL.—This house is situate four miles east of Clifton Spa, on the New York Central Railway. It is a new and splendid first-class hotel. J. H. TICKNOR, Proprietor.

PHILADELPHIA, PA.

COLONNADE HOTEL.—This admirable hotel, entirely new and provided with every modern convenience, is now open for the accommodation of transient and permanent guests, at reduced rates. From the South, take 15th Street cars. From the West, take Chestnut Street cars. GEORGE FREEMAN, Supt.

PITTSBURG, PA.

UNION DEPOT HOTEL AND DINING HALL.—From its being situate in the depot, and capable of accommodating a large number of guests, this hotel is deservedly popular, and travelers will find every comfort and delicacy which the most fastidious could desire. ELIAS P. UNGER, Proprietor.

PORTLAND, ME.

FALMOUTH HOTEL.—This new and elegant hotel is now open to the traveling public; and for accommodation and style is unsurpassed in the United States or Canada. Board \$4.00 per day. RAMSEY & WHEELER, Proprietors.

SENECA FALLS, N. Y.

GLOBE HOTEL.—This hotel has gained a No. 1 reputation, which it is justly entitled to, being a splendid home for the hungry traveler. Carriages to and from the Cars. LAMBERT GOODMAN, Prop.

ST. LOUIS, MO.

SOUTHERN HOTEL.—This is the Fifth Avenue Hotel of the City of St. Louis. Elegantly furnished, and located in a central portion of the city, contiguous to all the principal Railroad and Steamboat offices. It is a great resort for business men, and reflects great credit upon the proprietors, WARNER, LAVELLE & Co.

LACLEDE HOTEL.—This new hotel is situate on the corner of Fifth and Chestnut Streets, opposite the Court House. Travelers will find themselves amply repaid by a sojourn at this hotel. BROLASKI & MALIN, Proprietors.

WARSAW (Wyoming County), N. Y.

UNITED STATES HOTEL.—The best Hotel in the Country. This house has been thoroughly refitted, and furnished with ample accommodations for travelers. Omnibus to and from all trains. S. D. KELLY, Proprietor.

WASHINGTON, D. C.

WILLARD'S HOTEL, has a world-wide reputation, which is ably maintained by the proprietors, SYKES, CHADWICK & Co. It is situate on the corner of Pennsylvania Avenue and Fourteenth Street

OCEAN STEAMERS.

- Bremen**, calling at Southampton to land passengers and mails—A steamship of the "North German Lloyd's Line" sails from foot of Third St., Hoboken, every Saturday and alternate Thursday, at 2 p.m. Oelrichs & Co., Agents, 68 Broad Street, New York.
- Glasgow**, calling at Londonderry, to land passengers and mails—A steamship of the "Anchor Line" sails from New York every Saturday, at 12 m., from Pier 20, N. River. Henderson Brothers, Agents, 7 Bowling Green.
- Hamburg**, calling at Plymouth and Cherbourg to land passengers and mails—A steamship of the "Hamburg and New York Line" sails from foot of Third Street, Hoboken, every Tuesday, at 1 p.m. Kunhardt & Co., 61 Broad street, and C. B. Richards & Boas, 6 Barclay Street, New York, Agents.
- Havana**—A steamship of the "Atlantic Mail Steamship Line" sails every Thursday, at 3 p.m., from Pier 4, North River. Vessel that sails the last Thursday of the month goes *via* Nassau, N. P. S. G. Wheeler, President, 5 Bowling Green.
- Havre**, calling at Brest, to land passengers and mails—A steamship of the "General Trans-Atlantic Line" sails from Pier 50, N. River, every two weeks, at — a.m. George MacKenzie, Agent, 58 Broadway.
- Liverpool**, calling at Cork Harbor, to land passengers—A mail steamship of the "Cunard Line" sails from Cunard Dock, Jersey City, every Wednesday, about noon. Also, a freight and emigrant ship every Thursday. Chas. G. Francklyn, Agent, 4 Bowling Green.
- Liverpool**, calling at Queenstown, to land passengers.—A mail steamship of the "Inman Line" sails every Saturday at 1 p.m., from Pier 45, N. River. Also, every alternate Tuesday, for Liverpool, *via* Halifax, N. S. John G. Dale, Agent, 15 Broadway. Philadelphia Office, 411 Chestnut Street.
- Liverpool**, calling at Queenstown, to land passengers—A steamship of the "Liverpool and Great Western Line" sails weekly, at — a.m., from Pier 46, N. River. Williams & Guion, Agents, 63 Wall Street, and 29 Broadway.
- Liverpool**, calling at Queenstown, to land passengers—A steamship of the "National Line" sails every Saturday, at 12 m., from Pier 47, N. River. F. W. Hurst, Manager, 69 Broadway, and Pier 47, N. River.
- London**, calling at Havre—A steamship of the "London and New York Line" sails every two weeks—generally on Saturday—from Pier 3, N. River. Howland & Aspinwall, Agents, 54 South Street. For passage apply at 55 Broadway.
- For St. Thomas, Para, Pernambuco, and Rio de Janeiro.**—A steamship of the "United States and Brazil Steamship Line" sails on the 23d of each month, at 3 p.m., from Pier 43, N. River. William R. Garrison, Agent, 5 Bowling Green.
- Sisal and Vera Cruz.**—A steamship sails from New York every twenty days. F. Alexandre & Sons, Agents, 44 Beaver street.
- California, via Aspinwall and Panama.**—A steamship of the "Pacific Mail Line" sails on the 1st, 9th, 16th and 24th of each month, at 12 m., from Pier 42, N. River, connecting at Panama with steamships for *New Zealand* and *Australian, Central American and South Pacific Ports*. Vessel of the 9th of each month makes close connection at *San Francisco* with steamships for *China* and *Japan*. When the sailing date falls on Sunday, the vessel will sail on Saturday. F. R. Baby, Passenger Agent, Pier 42, N. River. Wells, Fargo & Co., Freight Agents, 84 Broadway.
- Charleston, S. C.**—A steamship of the "New York and Charleston Steamship Line" sails every Tuesday and Saturday, at 3 p.m., from Pier 5, N. River. Henry K. Morgan & Co., Agents, 26 Broadway.
- Charleston, S. C.**—A steamship of the "Regular Line" sails every Saturday, at 3 p.m., from Pier 14, E. River. Arthur Leary, Agent, 73 William Street.
- Charleston, S. C.**—A steamship of the "People's Mail Steamship Line" sails every Friday, at 3 p.m., from Pier 4, N. River. Wheeler & Linnard, Agents, 26 Broadway.
- Galveston, Texas.**—A steamship of the "Texas Line" sails every Saturday, from Pier 20, E. River. C. H. Mallory & Co., Agents, Maiden Lane.
- Galveston, Texas.**—A steamship sails weekly from Pier 4, N. River. Spofford, Tilleston & Co., Agents, 29 Broadway.
- Savannah, Ga.**—A steamship of "Murray's Line" sails every Tuesday, at 3 p.m., from Pier 16, E. River. Murray, Ferris & Co., Agents, 62 South Street.
- Savannah, Ga.**—A steamship of the "Atlantic Mail Line" sails every Thursday, at 3 p.m. from Pier 36, N. River. Livingston, Fox & Co., Agents, 88 Liberty Street.
- Savannah, Ga.**—A steamship of the "Empire Line" sails every Saturday, at 3 p.m., from Pier 8, N. River. William R. Garrison, Agent, 5 Bowling Green.
- Savannah, Ga.**—A steamship of the "Black Star Line" sails every Saturday, at 3 p.m., from Pier 13, N. River. R. Lowden, Agent, 93 West Street.

New Orleans, La.—A steamship of the "Cromwell Line" sails every Saturday, from Pier 9, N. River. H. B. Cromwell & Co., Agents, 86 West Street.

New Orleans, La.—A steamship of the "Atlantic Mail Line" sails every alternate Saturday, at 3 p.m., from Pier 43, N. River. Livingston, Fox & Co., Agents, 88 Liberty Street.

New Orleans, La.—A steamship of the "Southern Line" sails every alternate Saturday, from Pier 21 E. River. C. H. Mallory & Co., Agents, 153 Maiden Lane.

Newbern, N. C.—A steamship of "Murray's Line" sails weekly—generally on Saturday—from Pier 16, E. River. Murray, Ferris & Co., Agents, 62 South Street.

Norfolk, Portsmouth, City Point and Richmond, Va.—A steamship of the "Old Dominion Steamship Line" sails for Norfolk and Portsmouth every Tuesday, Thursday and Saturday, and for City Point and Richmond every Wednesday and Saturday, at 3 p.m., from Pier 37, N. River. These ships connect with the "Seaboard Inland Air Line," "Virginia and Tennessee Air Line," "Southside and Petersburg," Richmond and Danville," and "Chesapeake and Ohio" Railways, for the South and Southwest.

RIVER AND SOUND STEAMERS.

LEAVE NEW YORK FOR

Albany.—The "People's Line," St. John and Drew, daily (Sundays excepted) at 6 p.m., from Pier 41, N. River, foot of Carroll Street, making direct connection with the New York Central, Rensselaer and Saratoga and Albany and Susquehanna Railroads. These are the most magnificent boats running on the North River. These boats leave Albany for New York at 8.15 p.m., upon arrival of trains from the North and West.

Albany.—"Day Line," calling at Yonkers, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. The splendid staunch steamers Chauncey Vibbard and Daniel Drew daily, after June 1st, from Pier 38, N. R., foot of Vestry Street.

Albany and Troy.—The steamers Connecticut and Vanderbilt. One of these steamers will leave Pier 44, Spring Street, daily, (Saturdays excepted), at 6 p.m.; foot of Thirty-fourth Street, 6.30 p.m. Returning, leave Troy at 6 p.m.; Albany, 8 p.m.

Boston, via Fall River.—The world-renowned steamers Bristol or Providence leave daily, from Pier 30, foot of Chambers Street, at 5 p.m., landing passengers at Boston in time to connect with all trains for the East and North. (For further information relative to this line and its numerous conveniences, see special advertisement of Narragansett Steamship Company in the Guide.)

Boston, via Norwich and Worcester Line.—This line is composed of the well-known Sound steamers City of New York and City of Boston, one of which leaves Pier 40, foot of Watts Street, daily, (except Sunday) making close connection at New London with trains for Boston, via B. H. and Erie, and with trains on the New London Northern.

Boston, via Stonington Line.—One of the two steamers, Stonington or Narragansett, leaves Pier 33, foot of Jay Street, daily, (Sundays excepted,) connecting at Stonington with the rail line via Providence to Boston, and arriving there at 5.50 a.m.

Boston, via Providence.—The staunch and powerful steamships of the Providence and New York Steamship Company—"Electra" and "Galatea"—run in connection with the Boston and Providence Railroad. One of these boats leaves Pier 27 North River daily, except Sunday, at 5.00 p.m.

Hartford.—The splendid steamers City of Hartford and State of New York leave Pier 24, Peck Slip, E. River, daily, at 4 p.m., arriving at Hartford in time to connect with trains for the North and East.

Long Branch.—In connection with the New Jersey Southern Railroad the steamer Jesse Hoyt leaves Pier 28, foot of Duane Street, daily, (Sundays excepted,) at 9.00 a.m. and 4.00 p.m. For further particulars relative to this route see time-table of the New Jersey Southern Railroad.

New Haven, Conn.—Steamboat Continental, daily, (except Sunday,) at 3.15 p.m.; Elm City 4.00 p.m. from Pier 25, E. River.

Perth Amboy and South Amboy.—The William Cook leaves Pier 1 N. River, daily, at 6.30 a.m., 2.00 and 5.30 p.m., connecting at South Amboy with trains on the Camden and Amboy Railway for Philadelphia and other intermediate points.

Full and precise information relative to the arrival and departure of the various steamers plying between New York and places on the Sound or North and East Rivers can be obtained from the Counting House Monitor, Boyd's Shipping Gazette, or Mackey's City Directory—all of which profess to be equally reliable in their items of general intelligence.

APPENDIX

RAILROADS IN THIS ISSUE, WITH CHANGES SINCE JUNE 1869 AND PRESENT AFFILIATIONS

Railroads named in June 1870 Issue	New Affiliation or Present Name	Railroads named in June 1870 Issue	New Affiliation or Present Name
▲ Abington & Bridgewater	see Old Colony & Newport	Cincinnati, Sandusky & Cleveland	Penn Central
▲ Alabama & Chattanooga	Alabama Great Southern	□ Cleveland & Erie	see Lake Shore & Michigan Southern
□ Alabama & Florida	see Mobile & Montgomery	Cleveland & Pittsburgh	Penn Central
Albany & Susquehanna	Delaware and Hudson	□ Cleveland & Toledo	see Lake Shore & Michigan Southern
Alexandria, Loudon & Hampshire	Southern	Cleveland, Columbus, Cincinnati & Indianapolis	{ Penn Central
Allegheny Valley, Pa	Penn Central	□ Cleveland, Crestline & Chicago	see Lake Shore & Michigan Southern
▲ Allentown Line	Reading	▲ Cleveland, Mount Vernon & Delaware	{ Penn Central
Androscoggin	Maine Central	□ Cleveland, Zanesville & Cincinnati	see Cleveland, Mt. Vernon & Delaware
Ashuelot, N. H.	Boston & Maine	Cobourg & Peterboro	Canadian National
Atlanta & West Point	unchanged	▲ Colebrookdale	see Philadelphia & Reading
Atlantic & Great Western	Erie Lackawanna	▲ Columbia & Augusta	see Charlotte, Columbia & Augusta
Atlantic & Gulf	Seaboard Coast Line	Columbus & Hocking Valley	Chesapeake & Ohio
Atlantic & North Carolina	Atlantic and East Carolina	□ Columbus & Xenia	see Little Miami
□ Auburn & Rochester	see New York Central	Columbus, Chicago & Indiana Central	see Pittsburgh, Cincinnati & St. Louis
□ Auburn & Syracuse	see New York Central	▲ Concord & Claremont	Boston & Maine
□ Augusta & Milledgeville	see Macon & Augusta	Concord & Portsmouth	Boston & Maine
Augusta & Savannah	Central of Georgia	Concord Railway of New Hampshire	Boston & Maine
Avon, Geneseo & Mount Morris	Erie Lackawanna	Connecticut & Passumpsic Rivers	Boston & Maine
Baltimore & Ohio	unchanged	Connecticut River	Boston & Maine
□ Bangor, Oldtown & Milford	see Maine Central	▲ Contoocook River	Boston & Maine
Barclay Rwy & Coal Co.	Susquehanna & New York	Corning & Blossberg	Penn Central
Baring & Lewy's Island	Maine Central (via Calais & Baring)	Council Bluffs & St. Joseph	see St. Joseph & Council Bluffs
Bellefontaine Line	see Cleve., Col., Cinn. & Ind.	Cumberland & Pennsylvania	Western Maryland
Belvidere & Delaware	Penn Central	Cumberland Valley [Pa.]	Penn Central
Bennington & Rutland	Vermont Railway (via Rutland)	Danbury & Norwalk [Conn.]	Penn Central
□ Bennington & State Line	see Bennington & Rutland	▲ Danville, Hazelton & Wilkes-Barre	Penn Central
▲ Blossburg & Corning	see Corning & Blossberg	□ Dayton & Michigan	see Cincinnati, Hamilton & Dayton
▲ Blue Ridge [S.C.]	Southern (via Carolina & North-western)	Dayton & Union	Baltimore & Ohio
Boston & Albany	Penn Central	□ Dayton & Western	see Dayton, Xenia & Western
Boston & Lowell	Boston & Maine	□ Dayton & Xenia	see Dayton, Xenia & Western
Boston & Maine	unchanged	▲ Dayton, Xenia & Western	Penn Central
Boston & Providence	Penn Central	Delaware	Penn Central
Boston, Clinton & Fitchburg	Penn Central	Delaware & Hudson	unchanged
Boston, Concord & Montreal	Boston & Maine	Delaware, Lackawanna & Western	Erie Lackawanna
Boston, Hartford & Erie	Penn Central	▲ Denver Pacific	Union Pacific
Brockville & Ottawa	Canadian Pacific	Des Moines Valley	Chicago, Rock Island & Pacific
Brooklyn, Bath & Coney Island	unknown	Detroit & Milwaukee	Grand Trunk Western
Brooklyn Central & Jamaica	Long Island	▲ Dorchester & Delaware	Penn Central
□ Buffalo & Erie	see Lake Shore & Michigan Southern	▲ Dorchester & Milton	see Old Colony & Newport
Buffalo & Washington	Penn Central	Dover & Winnipisseege	Boston & Maine
Buffalo, Corry & Pittsburgh	Penn Central	□ Dubuque & Sioux City	see Illinois Central (lessee)
▲ Burlington & Keokuk	see Chicago, Burlington & Quincy	Dubuque & South-Western	Chicago, Milwaukee, St. Paul & Pacific
▲ Burlington & Missouri River	Burlington Lines (via C. B. & Q.)	East Pennsylvania	see Philadelphia & Reading
□ Burlington & Mount Holly	see Camden & Amboy	▲ East Tennessee, Virginia & Georgia	Southern
▲ Burlington, Cedar Rapids & Minnesota	Chicago, Rock Island & Pacific	□ East Tennessee & Virginia	{ see East Tennessee, Virginia & Georgia
Calais & Baring	Maine Central	Eastern [Mass.]	Boston & Maine
Camden & Amboy	Penn Central	Eastern Shore	Penn Central
Camden & Atlantic	Penn Central	Edgefield & Kentucky	Louisville & Nashville
Camden & Burlington County	see Camden & Amboy	Erie	Erie Lackawanna
□ Canal [Conn.]	see New Haven & Northampton	Erie & Pittsburgh	Penn Central
Cape Cod	Penn Central	▲ European & North American [N.B.]	{ East of St. John, N.B. — Canadian National West of St. John, N.B. — Canadian Pacific
Cape Cod Central	see Cape Cod	European & North American [Maine]	Maine Central
Cape May & Millville	see West Jersey	Evansville & Crawfordsville	Chicago & Eastern Illinois
Carrollton & Oneida	Norfolk & Western	Evansville, Henderson & Nashville	Louisville & Nashville
Catasauqua & Fogelsville	Reading	Fair Haven, Mass.	Penn Central
Catawissa	Reading	Fitchburg	Boston & Maine
▲ Central Branch Union Pacific	Missouri Pacific	Fitchburg & Worcester	Penn Central
Central of Georgia	unchanged	Flint & Pere Marquette	Chesapeake & Ohio
▲ Central R.R. Co. of New Jersey	see Philadelphia & Reading	□ Florida, Atlantic & Gulf Central	see Tallahassee & Florida Central
Central Ohio	Baltimore & Ohio	□ Florida Central	see Tallahassee & Florida Central
Central Pacific	Southern Pacific	Florida Rwy	discontinued
Charleston & Savannah	see Savannah & Charleston	□ Flushing	see Flushing & North Side
□ Charlotte & South Carolina	see Charlotte, Columbia & Augusta	▲ Flushing & North Side	Long Island
▲ Charlotte, Columbia & Augusta	Southern	▲ Fort Wayne, Jackson & Saginaw	Penn Central
Cheraw & Darlington	Seaboard Coast Line	▲ Frankford & Holmesburg	Penn Central
Chesapeake & Ohio	unchanged	□ Freehold & Jamesburg	see Camden & Amboy
Cheshire [N.H.]	Boston & Maine	□ Fremont, Lima & Union	see Lake Erie & Louisville
□ Chester [N.J.]	see Erie	Galveston, Houston & Henderson	unchanged
Chester Valley	see Philadelphia & Reading	▲ Gaston	Seaboard Coast Line
Chicago & Alton	Gulf, Mobile & Ohio	Georgia	unchanged
▲ Chicago & Michigan Lake Shore	Chesapeake & Ohio	□ Gettysburg	see Hanover Br. & Gettysburg
Chicago & North Western	unchanged	▲ Grand Rapids & Indiana	Penn Central
Chicago & Southwestern	Chicago, Rock Island & Pacific	□ Grand River Valley [Mich.]	Grand Trunk Lines in U.S.A.
Chicago, Burlington & Quincy	Burlington Lines	▲ Added or changed since June 1869 issue	
Chicago, Cincinnati & Louisville	Norfolk & Western	□ Deleted since June 1869 issue	
▲ Chicago, Danville & Vincennes	Chicago & Eastern Illinois		
Chicago, Rock Island & Pacific	unchanged		
Cincinnati & Indianapolis Junction	Baltimore & Ohio		
□ Cincinnati & Martinsville	see Indianapolis, Cincinnati & Lafayette		
Cincinnati & Zanesville	Penn Central		
Cincinnati, Hamilton & Dayton	Baltimore & Ohio		
□ Cincinnati, Richmond & Chicago	see Cincinnati, Hamilton & Dayton		

RAILROADS IN THIS ISSUE, WITH CHANGES SINCE JUNE 1869 AND PRESENT AFFILIATIONS—Continued

Railroads named in June 1870 Issue	New Affiliation or Present Name
Grand Trunk [of Canada]	{ In Canada—Canadian National In U.S.A.—Grand Trunk Lines in U.S.A.
Great Western [of Canada]	Canadian National
Greenville & Columbia	Southern
▲ Hackensack Branch, Erie Rwy	Erie Lackawanna
▲ Hannibal & Naples	Norfolk & Western (via Wabash)
Hannibal & St. Joseph	Burlington Lines (via C.B. & Q.)
▲ Hanover [Mass.] Branch	see Old Colony & Newport
Hanover Branch & Gettysburg	Western Maryland
Hartford, Providence & Fishkill	Penn Central
▲ Hastings & Dakota	{ Chicago, Milwaukee, St. Paul & Pacific
□ Hazelton	see Lehigh Valley
Hempfield	Baltimore & Ohio
Housatonic	Penn Central
Houston & Texas Central	Southern Pacific
Houston Tap & Brazoria	Missouri Pacific
Hudson & Boston	Penn Central
▲ Hudson River Division	see New York Central & Hudson River
▲ Hunnewell	see Kentucky Improvement Co.
Huntingdon & Broad Top City	abandoned
Illinois Central	unchanged
Indianapolis & St. Louis	Penn Central
Indianapolis & Vincennes	Penn Central
▲ Indianapolis, Bloomington & Western	{ Penn Central
Indianapolis, Cincinnati & Lafayette	Penn Central
Indianapolis, Peru & Chicago	{ Norfolk & Western via N.Y., Chicago & St. L.
▲ Intercolonial	see European & North American [N.B.]
▲ Ionia & Lansing	Chesapeake & Ohio
Iron	Detroit, Toledo & Ironton
Jackson, Lansing & Saginaw	Penn Central
Jamestown & Franklin	see Lake Shore & Michigan Southern
□ Jeffersonville & New Albany	see Jeffersonville, Madison & Indi- anapolis
Jeffersonville, Madison & Indian- apolis	{ Penn Central
Junction & Breakwater	Penn Central
□ Kalamazoo, Allegan & Grand Rapids	see St. Joseph Valley
□ Kalamazoo & White Pigeon	see St. Joseph Valley
▲ Kansas Pacific	Union Pacific
Kentucky Central	Louisville & Nashville
Kentucky Improvement Co. [Hun- newell Rwy.]	unknown
□ Keokuk & St. Paul	see Chicago, Burlington & Quincy
King's Mountain	Carolina & Northwestern
Kingston & Rocky Hill	see Rocky Hill
Knoxville & Charleston	Southern
Lackawanna & Bloomsburg	Erie Lackawanna
Lake Erie & Louisville	{ Norfolk & Western (via N.Y., C. & St. L.)
□ Lake Shore	see Lake Shore & Michigan Southern
□ Lake Shore & Michigan Southern & Chicago	Penn Central
□ Lake Shore, Cleveland, Crestline & Chicago	see Lake Shore & Michigan Southern
▲ Lake Superior & Mississippi	Burlington Lines (via No. Pac.)
□ Lawrence	see Eastern [Mass.]
Leavenworth, Lawrence & Galves- ton	Atchison, Topeka & Santa Fe
▲ Lebanon & Pine Grove	see Philadelphia & Reading
▲ Lebanon Valley	see Philadelphia & Reading
Lehigh & Susquehanna	Central of New Jersey
Lehigh Valley	unchanged
Lexington & Arlington	Boston & Maine
Lexington & Big Sandy	Chesapeake & Ohio
Little Miami	Penn Central
Little Schuylkill	see Philadelphia & Reading
London & Port Stanley	Canadian National
Long Branch & Seashore	Central of New Jersey
Long Island	unchanged
□ Lowell & Lawrence	see Boston & Lowell
Louisville, Cincinnati & Lexington	Louisville & Nashville
Louisville, New Albany & Chicago	Louisville & Nashville (via Monon)
Louisville & Nashville	unchanged
▲ Macon & Augusta	see Georgia
Macon & Brunswick	Southern
Macon & Western	Central of Georgia
Mahanoy & Broad Mountain	see Philadelphia & Reading
Maine Central	unchanged
Manchester & Lawrence	Boston & Maine
Manchester & North Ware	Boston & Maine
Marietta & Cincinnati	Baltimore & Ohio
Marquette & Ontonagon	Soo Line (via D., S. S. & A.)
Maryland & Delaware	Penn Central
Mauch Chunk, Summit Hill & Switchback	abandoned
McMinville & Manchester	Louisville & Nashville
▲ Medford & Mt. Holly	see Camden & Amboy
Memphis & Charleston	Southern
Memphis & Little Rock	Chicago, Rock Island & Pacific
Memphis & Louisville	Louisville & Nashville
Michigan Central	Penn Central (lessee)
□ Michigan Southern & Northern Indiana	{ see Lake Shore & Michigan South- ern
□ Middleboro & South Shore	see Old Colony & Newport
Middleboro & Taunton	Penn Central
Middleburgh & Schoharie	discontinued
□ Midland Rwy of Canada	see Port Hope, Lindsay & Beaverton
Mill Creek & Mount Carbon	see Philadelphia & Reading
Milledgeville & Eatonton	see Central of Georgia
Millstone & New Brunswick	Penn Central
□ Milwaukee & Glassboro	see West Jersey
Milwaukee & St. Paul	{ Chicago, Milwaukee, St. Paul & Pacific
Mine Hill & Schuylkill Haven	see Philadelphia & Reading
Mineral Point	{ Chicago, Milwaukee, St. Paul & Pacific
□ Minnesota Valley	see St. Paul & Sioux City
Mississippi & Tennessee	Illinois Central
Mississippi Central	Illinois Central
Mississippi, Gainesville & Tusca- loosa	{ Gulf, Mobile & Ohio
▲ Missouri, Kansas & Texas	Missouri-Kansas-Texas
□ Missouri River	see Pacific of Missouri
Missouri River, Fort Scott & Gulf	St. Louis-San Francisco
Missouri Valley	Burlington Lines (via C. B. & Q.)
Mobile & Girard	Central of Georgia
□ Mobile & Great Northern	see Mobile & Montgomery
Mobile & Montgomery	Louisville & Nashville
Mobile & Ohio	Gulf, Mobile & Ohio
Montgomery & Eufaula	Central of Georgia
Montgomery & Mobile	see Mobile & Montgomery
Montgomery & West Point	Western of Alabama
Montreal & Champlain	see Grand Trunk [of Canada]
Montreal & Plattsburgh	Delaware & Hudson
▲ Montreal & Province Line	see Grand Trunk [of Canada]
□ Montreal & Vermont Junction	see Vermont Central
▲ Morgan's Louisiana & Texas	Southern Pacific (via Texas & New Orleans)
Morris & Essex	Erie Lackawanna
Mountain Link & Schuylkill Valley	see Philadelphia & Reading
□ Muscogee	see Southwestern [Ga.]
Nashville & Chattanooga	Louisville & Nashville
Nashville & Decatur	Louisville & Nashville
Nashville & Northwestern	Louisville & Nashville
Nashua & Lowell	see Boston & Lowell
Naugatuck	Penn Central
□ Newark & Bloomfield	see Erie
▲ Newark & New York	see Central New Jersey
New Bedford & Taunton	Penn Central
New Brunswick & Canada	Canadian Pacific
□ Newburgh & Warwick Branch	see Erie
Newburyport	Boston & Maine
□ Newcastle & Wilmington	see Delaware
New Haven	see New York & New Haven
New Haven & Northampton	Penn Central
New Haven, Hartford & Spring- field	{ Penn Central
New Haven, New London & Stonington	{ Penn Central
□ New Jersey	see New York & Philadelphia
□ New Jersey & New York	Erie Lackawanna
▲ New Jersey Southern	Central R. R. Co. of New Jersey
▲ New Lisbon	see Niles & New Lisbon
New London Northern	Central Vermont
New Orleans & Carrollton	unknown
□ New Orleans & Ohio	see Paducah & Gulf
New Orleans, Jackson & Great Northern	{ Illinois Central
□ New Orleans, Opelousas & Great Western	{ see Morgan's Louisiana & Texas
New York & Boston	Penn Central
New York & Flushing	see Flushing & North Side
New York & Harlem	Penn Central
New York & New Haven	Penn Central
▲ New York & Oswego Midland	New York, Ontario & Western
▲ New York & Philadelphia	Penn Central
▲ New York & Washington Air Line	Penn Central
□ New York Central	see New York Central & Hudson River
▲ New York Central & Hudson River	{ Penn Central
□ New York, Providence & Boston	see Stonington & Providence
▲ Niles & New Lisbon	Erie Lackawanna
Norfolk & Petersburg	Norfolk & Western
North Carolina	Southern
North Eastern [S.C.]	Seaboard Coast Line
North Missouri	Norfolk & Western
North Pennsylvania	Reading
Northern [Canada]	Canadian National
Northern [N.H.]	Boston & Maine
Northern Central	Penn Central
Northern of New Jersey & Pier- mont Branch	{ Erie Lackawanna
Norwich & Worcester	see Boston, Hartford & Erie
Nova Scotia	Canadian National

▲ Added or changed since June 1869 issue

□ Deleted since June 1869 issue

RAILROADS IN THIS ISSUE, WITH CHANGES SINCE JUNE 1869 AND PRESENT AFFILIATIONS—Continued

<i>Railroads named in June 1870 Issue</i>	<i>New Affiliation or Present Name</i>
Ogdensburg & Lake Champlain.....	Rutland (abandoned—via Vermont Central)
Ohio & Mississippi	Baltimore & Ohio
Oil City & Pithole	abandoned
Oil Creek & Allegheny River.....	Penn Central
Old Colony & Newport.....	Penn Central
☐ Old Colony, Plymouth & South Braintree	see Old Colony & Newport
Orange, Alexandria & Manassas	Southern
☐ Oswego & Rome	see Rome, Watertown & Ogdensburg
Oswego & Syracuse	Erie Lackawanna
☐ Ottawa & Prescott.....	see St. Lawrence & Ottawa
Pacific [Missouri]	Missouri Pacific
▲ Paducah & Gulf	St. Louis & San Francisco
☐ Pemberton & Hightstown.....	Illinois Central
Pennsylvania & New York Canal & Rwy.....	Pennsylvania & Atlantic
Pennsylvania Central	Lehigh Valley
Peoria, Pekin & Jacksonville.....	Penn Central
☐ Pensacola & Georgia	Chicago & Illinois Midland
▲ Perkiomen.....	see Tallahassee & Florida Central
Perth Amboy & Woodbridge	see Philadelphia & Reading
Petersburg & Weldon.....	Penn Central
Philadelphia & Baltimore Central.....	see Richmond, Fredericksburg & Potomac
Philadelphia & Erie.....	Penn Central
Philadelphia & Reading.....	Penn Central
Philadelphia & Trenton.....	Reading
Philadelphia, Germantown & Norristown	Reading
Philadelphia, Wilmington & Baltimore.....	Penn Central
▲ Pittsburgh & Cincinnati	see Pittsburgh, Cincinnati & St. Louis
▲ Pittsburgh & Chicago	see Pittsburgh, Cincinnati & St. Louis
Pittsburg & Connellsville	Baltimore & Ohio
▲ Pittsburgh & St. Louis	see Pittsburgh, Cincinnati & St. Louis
Pittsburg, Cincinnati & St. Louis.....	Penn Central
Pittsburg, Fort Wayne & Chicago	Penn Central
Pittsfield & North Adams	Penn Central
Plattsburgh & Montreal	see Montreal & Plattsburgh
▲ Plymouth & South Braintree	see Old Colony & Newport
Ponchartraine.....	Louisville & Nashville
Port Hope & Peterboro.....	Canadian National
Port Hope, Lindsay & Beaverton.....	Canadian National
Portland & Kennebec	Maine Central
Portland & Oxford Central.....	Maine Central
Portland & Rochester	Boston & Maine
Portland, Saco & Portsmouth.....	Boston & Maine
Portsmouth, Great Falls & Conway.....	Boston & Maine
Providence & Worcester.....	Penn Central
Providence, Warren & Bristol	Penn Central
Raleigh & Gaston	Seaboard Coast Line
☐ Raritan & Delaware Bay	see New Jersey Southern
Reading & Columbia	Reading
Rensselaer & Saratoga	Delaware & Hudson
Richmond & Petersburg.....	see Richmond, Fredericksburg & Potomac
Richmond & York River	Southern
Richmond, Danville & Piedmont.....	Southern
Richmond, Fredericksburg & Potomac.....	unchanged
☐ Roanoke Valley	Southern
☐ Rochester, Lockport and Niagara Falls	see New York Central & Hudson River
Rock Island & Peoria	Chicago, Rock Island & Pacific
▲ Rockford, Rock Island & St. Louis.....	Burlington Lines (via C. B. & Q.)
Rockville, Conn.....	see Hartford, Providence & Fishkill
▲ Rocky Hill	Penn Central
Rome [Ga.]	Louisville & Nashville
Rome, Watertown & Ogdensburg.....	Penn Central
▲ Rutland & Vermont Valley	Vermont Railway (via Rutland)
▲ Sacramento & Maryville.....	unknown
▲ Sacramento Valley	Southern Pacific
St. Joseph & Council Bluffs	Burlington Lines (via C. B. & Q.)
☐ St. Joseph Valley	see Lake Shore & Michigan Southern
▲ St. Lawrence & Ottawa	Canadian Pacific
☐ St. Louis, Alton & Terre Haute	see Indianapolis & St. Louis
☐ St. Louis & Iron Mountain	Missouri Pacific
▲ St. Louis & St. Joseph	Atchison, Topeka & Santa Fe
▲ St. Louis & Southeastern.....	Louisville & Nashville
☐ St. Louis, Belleville & So. Illinois.....	Illinois Central
☐ St. Louis, Jacksonville & Chicago.....	see Chicago & Alton (Jacksonville Div.)
St. Louis, Vandalia & Terre Haute.....	Penn Central
St. Paul & Pacific	Burlington Lines (via Gt. No.)
St. Paul & Sioux City	Chicago & Northwestern (via C., S., P., M. & O.)
Salem [N.J.]	see West Jersey
☐ Salem & Lowell	see Boston & Lowell
Sandusky, Mansfield & Newark	Baltimore & Ohio
☐ Saratoga & Schenectady.....	see Rensselaer & Saratoga
☐ Saratoga & Whitehall	see Rensselaer & Saratoga
▲ Savannah & Charleston.....	Seaboard Coast Line

<i>Railroads named in June 1870 Issue</i>	<i>New Affiliation or Present Name</i>
Schoharie Valley.....	abandoned
Schuylkill & Susquehanna	see Philadelphia & Reading
☐ Schuylkill Haven	see Mine Hill & Schuylkill Haven
Seaboard & Roanoke	Seaboard Coast Line
Selma & Meridian	Southern
Selma, Rome & Dalton	Southern
Sheboygan & Fond Du Lac	Chicago & North Western
Sioux City & Pacific	Chicago & North Western
▲ South Branch [N.J.]	Central R.R. Co. of New Jersey
South Carolina.....	Southern
South Pacific	St. Louis—San Francisco
South Shore [Mass.]	Penn Central
South Side [New York]	Long Island
South Side [Va.]	Norfolk & Western
▲ Southern Central [N.Y.]	Lehigh Valley
Southern Minnesota	Chicago, Milwaukee, St. Paul & Pacific
Southern Pacific	Texas Pacific
Southwestern [Ga.]	Central of Georgia
☐ Southwest Pacific	see South Pacific
Spartanburg & Union	Southern
▲ Springfield & Illinois Southeastern.....	Baltimore & Ohio
Stanstead, Shefford & Chambly	Central Vermont
Staten Island	Staten Island Rapid Transit
Sterling Mountain	discontinued
Stonington & Providence.....	Penn Central
Stony Brook [Mass.]	see Boston & Lowell
☐ Sullivan	see Vermont Central
▲ Suncook Valley	abandoned
☐ Sussex.....	see Delaware, Lackawanna & Western
▲ Swedesboro	see West Jersey
Sycamore & Cortland	Chicago & North Western
Syracuse, Binghamton & New York.....	Erie Lackawanna
▲ Tallahassee & Florida Central.....	Seaboard Coast Line
☐ Taunton Branch	see New Bedford & Taunton
Terre Haute & Indianapolis	Penn Central
☐ Tioga	see Corning & Blossberg
Toledo, Peoria & Warsaw	Norfolk & Western
Toledo, Wabash & Western	Norfolk & Western
Troy & Boston	Boston & Maine
▲ Troy & Greenfield	Boston & Maine
▲ Union & Good Springs	see Philadelphia & Reading
Union Pacific	unchanged
☐ Union Pacific Eastern Division	see Kansas Pacific
Union Pacific Central Branch	see Central Branch Union Pacific
Utica & Black River	Penn Central
Utica, Chenango & Susquehanna Valley	Erie Lackawanna
▲ Valley Falls.....	see Providence & Worcester
☐ Vermont & Canada.....	see Vermont Central
Vermont & Massachusetts	Boston & Maine
Vermont Central	Central Vermont
☐ Vermont Valley	see Rutland & Vermont Valley
Vicksburg & Meridian	Illinois Central
▲ Vincentown Branch	see Camden & Amboy
Virginia & Tennessee	Norfolk & Western
☐ Virginia Central.....	see Chesapeake & Ohio
☐ Warren & Franklin.....	see Oil Creek & Allegheny River
Washington, Alexandria & Georgetown	Penn Central
Washington County [Md.]	Baltimore & Ohio
☐ Washington County [Texas]	see Houston & Texas Central
Welland.....	Canadian National
West Chester & Philadelphia.....	Penn Central
☐ West Chester	see West Chester & Philadelphia
Western & Atlantic.....	Louisville & Nashville
Western [N.C.]	Seaboard Coast Line
Western Maryland	unchanged
▲ Western Pacific Railroad	Western Pacific Railway
Western Union.....	Chicago, Milwaukee, St. Paul & Pacific
West Jersey.....	Penn-Reading Seashore Lines
▲ West Wisconsin	Chicago & North Western
☐ White Mountains [N.H.]	see Boston, Concord & Montreal
Whitehall & Plattsburgh	Delaware & Hudson
Whitewater Valley	Penn Central
Wicomico & Pocomoke	Baltimore & Eastern
☐ Wilmington & Manchester.....	see Wilmington, Columbia & Augusta
☐ Wilmington & Reading	Reading
Wilmington & Weldon	Seaboard Coast Line
Wilmington, Charlotte & Rutherford	Seaboard Coast Line
▲ Wilmington, Columbia & Augusta.....	Seaboard Coast Line
Wilton	see Boston & Lowell
Winchester & Potomac	Baltimore & Ohio
▲ Windsor & Annapolis.....	Dominion & Atlantic
Winona & St. Peter.....	Chicago & North Western
Worcester & Nashua	Boston & Maine

▲ Added or changed since June 1869 issue

☐ Deleted since June 1869 issue

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These lands are among the best in Illinois, and are being disposed of on very favorable terms to actual settlers. They are far preferable to lower-priced lands farther west, on account of the facility and cheapness with which products can be marketed.

FRUIT-GROWING

In Southern Illinois is very profitable,—patience and industry being the heavier portions of the capital required. A crop here seldom if ever fails. The early ripening of fruit enables the grower to command the high prices of the first of the season in all the Northern country.

By special trains in the fruit season the immense fruit crops of Southern and Central Illinois are brought to Chicago on express time.

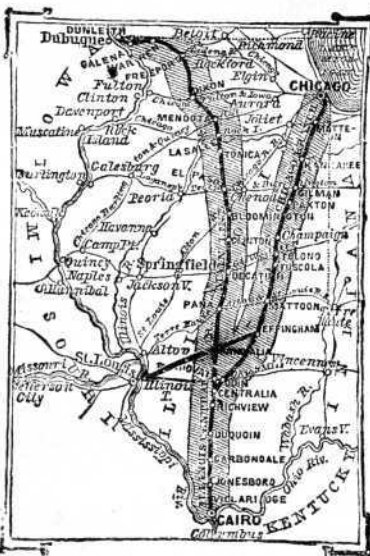
TERMS OF PAYMENT.—These lands are sold on credit or for cash. A deduction of ten per cent. from the credit price is made to those who purchase for cash. **EXAMPLE.**—Forty acres, at \$8 per acre, on credit:—

Interest. Principal.	Interest. Principal.	Interest. Principal.	Interest. Principal.
Cash payment, \$14.40.....\$80	Payment in one year, \$9.60.....\$80	Payment in two years, \$4.30.....\$80	Payment in three years, \$4.30.....\$80

The same land may be purchased for \$288 in cash. Full information on all points, together with maps showing the exact location of lands, will be furnished on application, in person or by letter, to

JOHN B. CALHOUN, Land Commissioner,
Illinois Central Railway Company, 58 Michigan Avenue, Chicago.

(Send for a LAND GUIDE.)



These lands lie adjacent to their road as follows:

178,000 acres between Chicago and Centralia, and **128,000 acres** between Dixon and Centralia, situated in the great cattle, hog and corn-producing district of the State and adapted to all purposes of profitable agriculture.

293,000 acres south of Centralia. From this region is produced the finest winter wheat, and peaches, apples and fruits of all kinds yield with wonderful abundance.

Along the line from Dixon to Dunleith are **31,000 acres** of more undulating lands, suited for dairy business, sheep-raising, and spring wheat.

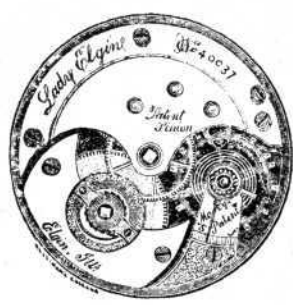
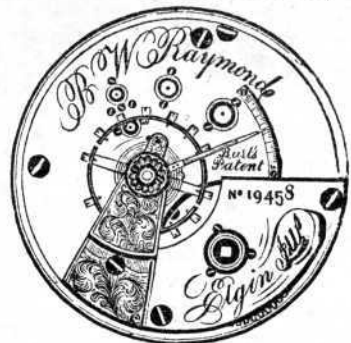
The lead mines of this region are the most productive in the world.

The title to these lands is clear, and in fee simple from the State.

All Station Agents on the line are provided with plats, showing the lands for sale in their vicinity.

Persons coming through Chicago can procure at the Land Department Building, 58 MICHIGAN AVENUE, opposite the Great Central Depot, land-exploring tickets; the price paid for which will be allowed to the buyer if a purchase is made within 60 days.

ELGIN WATCHES,



MANUFACTURED BY THE

NATIONAL WATCH COMPANY,

ELGIN, ILLINOIS.

OFFICE GEN'L SUPT U. P. R. R. OMAHA, NEB., Dec. 16th, 1869.
HON. T. M. AVERY, Pres't National Watch Co., Chicago, Ills.

DEAR SIR:—During the months that I have carried one of your B. W. Raymond Watches, it has not failed to keep the time with so much accuracy as to leave nothing to desire in this regard.

For accuracy in time-keeping, beauty of movement and finish, your watches challenge my admiration, and arouse my pride as an American, and I am confident that in all respects they will compete successfully in the markets of the world with similar manufactures of older nations. They need only to be known to be appreciated.

Yours, most respectfully, C. G. HAMMOND, Gen'l Supt.

PENNA R. R. CO. GEN'L SUPT'S OFFICE, ALTOONA, Jan. 10th, 1870.
T. M. AVERY, Esq., Pres't National Watch Co., Chicago.

DEAR SIR:—This Company has purchased and put in the hands of its engineers eighty "Raymond" movements, which have given excellent satisfaction and proved to be very reliable time-keepers. In addition to these, quite a number of Elgin Watches have been purchased by officers and employees of this Company, all of whom have been well pleased with the efficiency and regularity of the movements manufactured by the National Watch Company.

Respectfully, EDWARD H. WILLIAMS, Gen'l Supt.

The real Elgin Watches, elegant, accurate, durable, in many styles and at various prices, each accompanied by the special warranty certificate of this Company, and usually also guaranteed by the local dealer or watchmaker, can be had of most jewelers in all towns throughout the United States. Call and ask to see them. As an additional protection, look for "National Watch Co" on the dial, and one of the following TRADE-MARKS, viz., "B. W. Raymond," "H. Z. Culler," "H. H. Taylor," "G. M. Wheeler," "W. H. Ferry," "Matt Lufkin," "J. T. Ryerson," "Lady Elgin," "Frances Rubie," together with the words "ELGIN, ILLS.," engraved upon the gilt plate inside. These are the trade-marks to denote the various grades and styles, but, as even these have been pirated, require also the special warranty certificate, only signed by T. M. Avery, the President of the Company, and numbered to correspond with the watch.

THE NATIONAL WATCH COMPANY.

Factory at Elgin, Illinois.

Business Office, 159 Lake Street, Chicago.